

Workshop Manual

Octavia II 2004 ➤ , Octavia II 2010 ➤ ,
Octavia III 2013 ➤ , Octavia III 2014 ➤ ,
Superb II 2008 ➤ , Superb II 2011 ➤ ,
Yeti 2010 ➤ , Yeti 2011 ➤

Gearbox 02Q, 0FB, 0BB

Edition 08.2018



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List of Workshop Manual Repair Groups

Repair Group

- 00 - Technical data
- 30 - Clutch
- 34 - Controls, housing
- 35 - Gears, shafts
- 39 - Final drive - differential



Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

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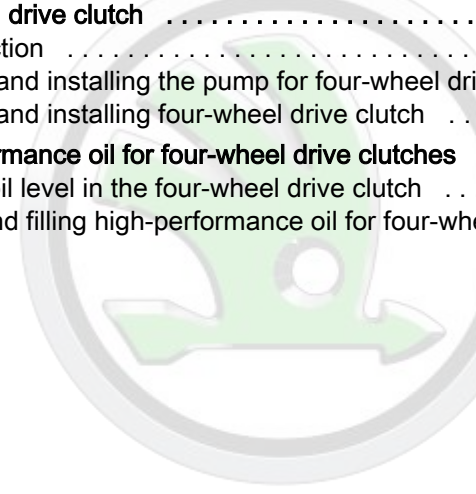


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00 – Technical data

1 Gearbox identification

(SRL001269; Edition 08.2018)

⇒ [“1.1 Location on the gearbox”, page 1](#)

⇒ [“1.2 Identification characters, aggregate assignment, ratios, filling capacities \(Octavia II\)”, page 2](#)

⇒ [“1.3 Identification characters, aggregate assignment, ratios, filling capacities \(Octavia III\)”, page 8](#)

⇒ [“1.4 Identification characters, aggregate assignment, ratios, filling capacities \(Superb II\)”, page 12](#)

⇒ [“1.5 Identification characters, aggregate assignment, ratios, filling capacities \(Yeti\)”, page 15](#)

⇒ [“1.6 Calculation of gear ratios”, page 19](#)

1.1 Location on the gearbox

Front-wheel-drive

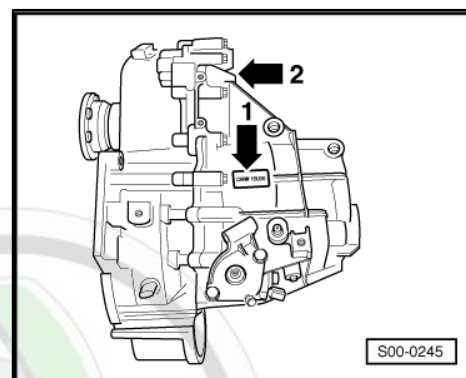
Identification characters and production date -arrow 1-

Identification of the gearbox 02Q or 0FB, 0BB -arrow 2-



Note

All of these gearboxes are 6-gear gearboxes MQ350 and vary only in terms of the technological design of the selected parts.



All-wheel drive

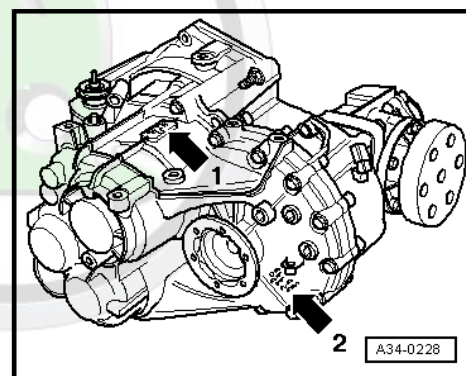
Identification characters and production date -arrow 1-

Identification of the gearbox 02Q or 0FB, 0BB -arrow 2-



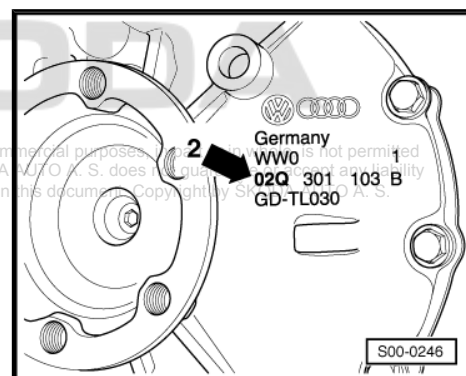
Note

All of these gearboxes are 6-gear gearboxes MQ350 and vary only in terms of the technological design of the selected parts.



Example

Gearbox 02Q -arrow 2-

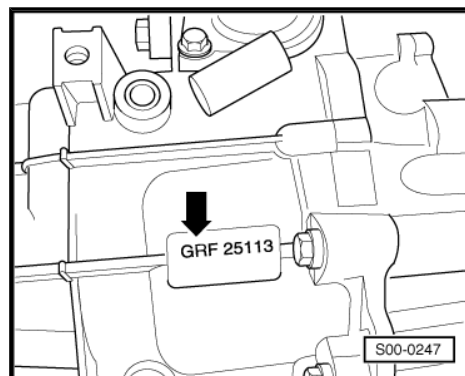


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**Identification characters and production date of the gearbox
-arrow-**

Example	GRF	25	11	3
	Engine identi- fication char- acters	Day	Month	Manufacturing year 2003

Additional data provides information about the production facility.

**Note**

- ♦ The gearbox identification characters also appear on the vehicle data sticker.
- ♦ The gearboxes produced from 24/08. 2011 to 30/08/2011 and from 07/09/2011 to 08/09/2011 are fitted with a cap for the drive shaft 02Q.301.211.A
 ⇒ "6.3 Removing and installing gearbox housing and shift mechanism", page 242 . In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced
 ⇒ "6.6 Mounting sequence as of production date 21/01/2008 (gearbox with circlip A for the cap/drive shaft", page 262 . Assignment ⇒ Electronic Catalogue of Original Parts .

**1.2 Identification characters, aggregate assignment, ratios, filling capacities
(Octavia II)**

Manual gearbox		6 speed 02Q front-wheel-drive	
Engine identification characters		GRF	HDV
Manufactured	from to	05.2004 11.2004	11.2004 03.2006
Assignment:	Engine	2.0 I/103 kW TDI PD 2.0 I/100 kW TDI PD	2.0 I/103 kW TDI PD 2.0 I/100 kW TDI PD
Filling capacity		2.3 litre	
Replacing		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch operation		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	GVT	JLU
Manufactured from to	10.2005 03.2006	04.2006 05.2007
Assignment: Engine	2.0 I/147 kW TFSI	2.0 I/103 kW TDI PD 2.0 I/100 kW TDI PD
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	

Manual gearbox	6 speed 02Q front-wheel-drive
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	JLW	JMA
Manufactured from to	04.2006 05.2007	07.2006 05.2007
Assignment: Engine	2.0 I/147 kW TFSI	2.0 I/125 kW TDI PD
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	KDN	KDQ
Manufactured from to	06.2007 12.2007	06.2007 12.2007
Assignment: Engine	2.0 I/103 kW TDI PD 2.0 I/100 kW TDI PD	2.0 I/147 kW TFSI
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	KDS	KNS
Manufactured from to	06.2007 12.2007	12.2007 05.2009
Assignment: Engine	2.0 I/125 kW TDI PD	2.0 I/103 kW TDI PD 2.0 I/100 kW TDI PD
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	



Manual gearbox		6 speed 02Q front-wheel-drive	
Engine identification characters		KNU	KNY
Manufactured	from	12.2007	12.2007
	to	05.2009	05.2009
Assignment:	Engine	2.0 I/147 kW TFSI	2.0 I/125 kW TDI PD
Filling capacity		2.3 litre	
Replacing		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch operation		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

Manual gearbox		6 speed 02Q front-wheel-drive	
Engine identification characters		KXX	KXZ
Manufactured	from	06.2009	06.2009
	to	05.2010	05.2011
Assignment:	Engine	2.0 I/103 kW TDI PD 2.0 I/100 kW TDI PD	2.0 I/125 kW TDI CR
Filling capacity		2.3 litre	
Replacing		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch operation		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

As of 06.09, the bearing of the reverse gear shift fork is modified.

Manual gearbox		6 speed 02Q front-wheel-drive	
Engine identification characters		KZS	LHD
Manufactured	from	06.2009	06.2010
	to	02.2013	05.2011
Assignment:	Engine	2.0 I/147 kW TFSI	2.0 I/103 kW TDI CR
Filling capacity		2.3 litre	
Replacing		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch operation		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

As of 06.09, the bearing of the reverse gear shift fork is modified.

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	LHD	NFP
Manufactured from to	02.2011 05.2011	06.2011 04.2013
Assignment: Engine	2.0 I/81 kW TDI CR	2.0 I/81 kW TDI CR
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	NFP	NFN
Manufactured from to	06.2011 04.2013	06.2011 02.2013
Assignment: Engine	2.0 I/103 kW TDI CR	2.0 I/125 kW TDI CR
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	FWZ	JLS
Manufactured from to	11.2004 03.2006	04.2006 05.2007
Assignment: Engine	1.9 I/77 kW TDI PD	1.9 I/77 kW TDI PD
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment rear final drive identification characters	HEY. HHK. HVZ	HVZ

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	JLR	KDX



Manual gearbox		6 speed 02Q four-wheel drive	
Manufactured	from to	07.2006 05.2007	06.2007 12.2007
Assignment:	Engine	2.0 I/103 kW TDI PD	1.9 I/77 kW TDI PD
Capacity manual gearbox		2.3 litre	
Replacing		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch operation		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	
Assignment, identification characters rear final drive		HVZ	JYP

Manual gearbox		6 speed 02Q four-wheel drive	
Engine identification characters		KDL	KNP
Manufactured	from to	06.2007 12.2007	12.2007 05.2009
Assignment:	Engine	2.0 I/103 kW TDI PD	
Capacity manual gearbox		2.3 litre	
Replacing		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch operation		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	
Assignment, identification characters rear final drive		JYP	KJT

Manual gearbox		6 speed 02Q four-wheel drive	
Engine identification characters		KNQ	KSC
Manufactured	from to	12.2007 05.2009	11.2008 05.2009
Assignment:	Engine	1.9 I/77 kW TDI PD	1.8 I/118 kW TFSI
Capacity manual gearbox		2.3 litre	
Replacing		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch operation		hydraulic	

Manual gearbox	6 speed 02Q four-wheel drive	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	KJT	KMC

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	KXU	KXV
Manufactured from to	06.2009 05.2010	06.2009 12.2010
Assignment: Engine	2.0 I/103 kW TDI PD	1.9 I/77 kW TDI PD
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	KMC, MMK	

As of 06.09, the bearing of the reverse gear shift fork is modified.

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Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	LHC	LNN
Manufactured from to	06.2009 02.2013	11.2009 05.2011
Assignment: Engine	1.8 I/118 kW TFSI 1.8 I/112 kW TFSI	1.6 I/77 kW TDI CR
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	KMC, MMK	

As of 06.09, the bearing of the reverse gear shift fork is modified.



Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	LNM	NFR
Manufactured from to	06.2010 05.2011	06.2011 02.2013
Assignment: Engine	2.0 I/103 kW TDI CR	2.0 I/103 kW TDI CR
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	MMK	

As of 06.09, the bearing of the reverse gear shift fork is modified.

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	NFQ	NFR
Manufactured from to	06.2011 02.2013	06.2011 02.2013
Assignment: Engine	1.6 I/77 kW TDI CR	2.0 I/81 kW TDI CR
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	MMK	

1.3 Identification characters, aggregate assignment, ratios, filling capacities (Octavia III)

Manual gearbox	6 speed 02Q front-wheel-drive			
Engine identification characters	NBK	PNN	SDY	SQZ
Manufactured from to	05.2013 05.2013	05.2013 10.2016	10/2016 10/2016	10.2016 02.2017
Assignment: Engine	2.0 I/162 kW TFSI			

Manual gearbox	6 speed 02Q front-wheel-drive
Filling capacity	2.3 litre
Replacing	Filled for life, no top-up
Specification	⇒ Electronic Catalogue of Original Parts
Clutch operation	hydraulic
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm

Manual gearbox	6 speed 02Q Front-wheel drive with front axle differential lock			
Engine identification characters	PNP	SDW	SQW	SQZ
Man- ufac- tured from to	05.2015 10.2016	10/2016 10/2016	10.2016 04.2017	04/2017
As- sign- ment :	2.0 I/169 kW TFSI			
Filling capacity	2.3 litre			
Replacing	Filled for life, no top-up			
Specification	⇒ Electronic Catalogue of Original Parts			
Front axle differential lock filling capacity with four-wheel drive clutch	0.6 litre			
Front axle differential lock refill capacity with four-wheel drive clutch	0.4 litre			
Refilling interval for filling front axle differential lock with four- wheel drive clutch	⇒ Maintenance ; Booklet Octavia III			
Clutch operation	hydraulic			
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts			
Drive shaft flange Ø	107 mm			

Manual gearbox	6 speed 02Q Front-wheel drive with front axle differential lock		
Engine identification characters	SAK	THW	
Manu- fac- tured from to	05/2017 11/2017	11/2017	
As- sign- ment:	2.0 I/180 kW TFSI		
Filling capacity	2.3 litre		
Replacing	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Front axle differential lock filling capacity with four-wheel drive clutch	0.6 litre		



Manual gearbox	6 speed 02Q Front-wheel drive with front axle differential lock
Front axle differential lock refill capacity with four-wheel drive clutch	0.4 litre
Refilling interval for filling front axle differential lock with four-wheel drive clutch	⇒ Maintenance ; Booklet Octavia III
Clutch operation	hydraulic
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	PFN	PGT
Man- ufac- tured	from to	11.2012 06.2016
As- sign- ment :	Engine	2.0 I/105 kW TDI CR
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q front-wheel-drive		
Engine identification characters	PFL	PFN	PGT
Man- ufac- tured	from to	11/2012 05/2015	05.2013 06.2016
As- sign- ment :	Engine	2.0 I/110 kW TDI CR	
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Filling capacity	2.3 litre		
Replacing	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Clutch operation	hydraulic		
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts		
Drive shaft flange Ø	107 mm		

Manual gearbox	6 speed gearbox 0FB Front-wheel drive	
Engine identification characters	PDT	SRB
Manufac- tured	from to	05.2013 10.2016

Manual gearbox		6 speed gearbox 0FB Front-wheel drive
Assign-ment:	Engine	2.0 l/135 kW TDI CR
Filling capacity		2.3 litre
Replacing		Filled for life, no top-up
Specification		⇒ Electronic Catalogue of Original Parts
Clutch operation		hydraulic
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø		107 mm

Manual gearbox		6 speed 02Q four-wheel drive	
Engine identification characters		MRV	MRV
Manufac-tured	from to	05/2013 05/2015	05.2015 02.2017
Assignment:	Engine	1.6 l/77 kW TDI CR	1.6 l/81 kW TDI CR
Capacity manual gearbox		2.3 litre	
Replacing		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch operation		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	
Assignment, identification characters rear final drive		PHF, PYP	PYP, RUT

Manual gearbox		6 speed 02Q four-wheel drive
Engine identification characters		MRV
Manufac-tured	from to	02/2017
Assignment:	Engine	1.6 l/85 kW TDI CR
Capacity manual gearbox		2.3 litre
Replacing		Filled for life, no top-up
Specification		⇒ Electronic Catalogue of Original Parts
Capacity angle gearbox		0.9 litre
Specification		⇒ Electronic Catalogue of Original Parts
Clutch operation		hydraulic
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø		107 mm
Assignment, identification characters rear final drive		RUT, TEN



Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	PFM	PGS
Manufactured from to	05/2013 05/2015	08/2014
Assignment: Engine	2.0 I/110 kW TDI CR	
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	PHF, PYP	PYP, RUT, TEN

1.4 Identification characters, aggregate assignment, ratios, filling capacities (Superb II)

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	KNS	KXX
Manufactured from to	03/2008 05/2009	06.2009 02.2010
Assignment: Engine	2.0 I/103 kW TDI PD	
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	LHD	NFP
Manufactured from to	03.2010 05.2011	06.2011 05.2013
Assignment: Engine	2.0 I/103 kW TDI CR	
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	KNY	KXZ
Manufactured from to	06/2008 05/2009	06.2009 05.2011
Assignment: Engine	2.0 I/125 kW TDI CR	
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	NFN	NFU
Manufactured from to	06.2011 05.2013	11.2011
Assignment: Engine	2.0 I/125 kW TDI CR	2.0 I/103 kW TDI CR
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	NGD	
Manufactured from to	05/2013	
Assignment: Engine	2.0 I/125 kW TDI CR	
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	KNP	KNW
Manufactured from to	09.2008 09.2008	09.2008 05.2009
Assignment: Engine	2.0 I/125 kW TDI CR	
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	



Manual gearbox	6 speed 02Q four-wheel drive
Specification	⇒ Electronic Catalogue of Original Parts
Capacity angle gearbox	0.9 litre
Specification	⇒ Electronic Catalogue of Original Parts
Clutch operation	hydraulic
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm
Assignment, identification characters rear final drive	KMC

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	KXY	NFM
Manufactured from to	06.2009 05.2011	06.2011 05.2013
Assignment: Engine	2.0 I/125 kW TDI CR	
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	KMC, MMK	MMK

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	KSC	KSC
Manufactured from to	11.2008 05.2009	03/2009 05/2009
Assignment: Engine	1.8 I/118 kW TFSI	1.8 I/112 kW TFSI
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	KMC	

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	LHC	LHC
Manufactured from to	06/2009	06.2009 05.2013
Assignment: Engine	1.8 l/118 kW TFSI	1.8 l/112 kW TFSI
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	KMC, MMK	

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	NFV	
Manufactured from to	05/2013	
Assignment: Engine	2.0 l/103 kW TDI CR	
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	MMK	

1.5 Identification characters, aggregate assignment, ratios, filling capacities (Yeti)

Manual gearbox	6 speed 02Q front-wheel-drive	
Engine identification characters	NGC	
Manufactured from to	11/2011 05/2015	
Assignment: Engine	2.0 l/103 kW TDI CR	
Filling capacity	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	



Manual gearbox	6 speed 02Q front-wheel-drive
Drive shaft flange Ø	107 mm

Manual gearbox	6 speed 02Q front-wheel-drive
Engine identification characters	QFZ
Manufactured from to	05/2015
Assignment: Engine	2.0 l/110 kW TDI CR
Filling capacity	2.3 litre
Replacing	Filled for life, no top-up
Specification	⇒ Electronic Catalogue of Original Parts
Clutch operation	hydraulic
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm

Manual gearbox	6 speed 0BB four-wheel drive
Engine identification characters	QPF
Manufactured from to	05/2015
Assignment: Engine	1.4 ltr./110 kW TSI
Capacity manual gearbox	2.3 litre
Replacing	Filled for life, no top-up
Specification	⇒ Electronic Catalogue of Original Parts
Capacity angle gearbox	0.9 litre
Specification	⇒ Electronic Catalogue of Original Parts
Clutch operation	hydraulic
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm
Assignment rear final drive identification characters	PFZ

Manual gearbox	6 speed 02Q four-wheel drive
Engine identification characters	LHC
Manufactured from to	10.2009 11.2013
Assignment: Engine	1.8 l/112 kW TFSI
Capacity manual gearbox	2.3 litre
Replacing	Filled for life, no top-up
Specification	⇒ Electronic Catalogue of Original Parts
Capacity angle gearbox	0.9 litre
Specification	⇒ Electronic Catalogue of Original Parts
Clutch operation	hydraulic

Manual gearbox	6 speed 02Q four-wheel drive
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm
Assignment rear final drive identification characters	KMC, MMK

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	KSC	LHC
Manufactured from to	05.2009 05.2009	05.2009 05.2015
Assignment: Engine	1.8 I/118 kW TFSI	
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment rear final drive identification characters	KMC	KMC, MMK, PYG, PFZ

Manual gearbox	6 speed 02Q four-wheel drive		
Engine identification characters	LNN	NFQ	QCP
Manufactured from to	11.2009 05.2011	11.2013 05.2015	05/2015
Assignment: Engine	2.0 I/81 kW TDI CR		
Capacity manual gearbox	2.3 litre		
Replacing	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Capacity angle gearbox	0.9 litre		
Specification	⇒ Electronic Catalogue of Original Parts		
Clutch operation	hydraulic		
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts		
Drive shaft flange Ø	107 mm		
Assignment, identification characters rear final drive	KMC, MMK,	MMK, PYG, PFZ	PFZ

Manual gearbox	6 speed 02Q four-wheel drive		
Engine identification characters	KRN	LNM	NFR
Manufactured from to	05.2009 05.2009	05.2009 05.2011	05/2011



Manual gearbox	6 speed 02Q four-wheel drive		
Assign- ment: Engine	2.0 I/103 kW TDI CR		
Capacity manual gearbox	2.3 litre		
Replacing	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Capacity angle gearbox	0.9 litre		
Specification	⇒ Electronic Catalogue of Original Parts		
Clutch operation	hydraulic		
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts		
Drive shaft flange Ø	107 mm		
Assignment, identification characters rear final drive	KMC	KMC, MMK	MMK, PYG, PFZ

Manual gearbox	6 speed 02Q four-wheel drive		
Engine identification characters	QCQ		
Manufac- tured from to	05/2015		
Assign- ment: Engine	2.0 I/110 kW TDI CR		
Capacity manual gearbox	2.3 litre		
Replacing	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Capacity angle gearbox	0.9 litre		
Specification	⇒ Electronic Catalogue of Original Parts		
Clutch operation	hydraulic		
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts		
Drive shaft flange Ø	107 mm		
Assignment, identification characters rear final drive	PFZ		

Manual gearbox	6 speed 02Q four-wheel drive	
Engine identification characters	KXY	NFM
Manufactured from to	11.2009 05.2011	05.2011 05.2015
Assignment: Engine	2.0 I/125 kW TDI CR	
Capacity manual gearbox	2.3 litre	
Replacing	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch operation	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

Manual gearbox	6 speed 02Q four-wheel drive	
Assignment, identification characters rear final drive	KMC, MMK	MMK, PYG, PFZ

1.6 Calculation of gear ratios

Example:

	5th gear	Final drive
Drive wheel	$ZG_1 = 46$	$ZA_1 = 24$
Output gear	$ZG_2 = 33$	$ZA_2 = 70$

$$i = ZG_2 : ZG_1 \quad 1)$$

$$i_G = \text{gear ratio} = ZG_2 : ZG_1 = 33 : 46 = 0.717$$

$$i_A = \text{axle ratio} = ZA_2 : ZA_1 = 70 : 24 = 2.917$$

$$i_{\text{total}} = \text{total ratio} = i_G \times i_A = 0.717 \times 2.917 = 2.091$$

1) Z_1 = No. of teeth on driving gear, Z_2 = No. of teeth on driven gear

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2 Overview of Transmission System

⇒ ["2.1 Overview of power transmission - front-wheel drive", page 20](#)

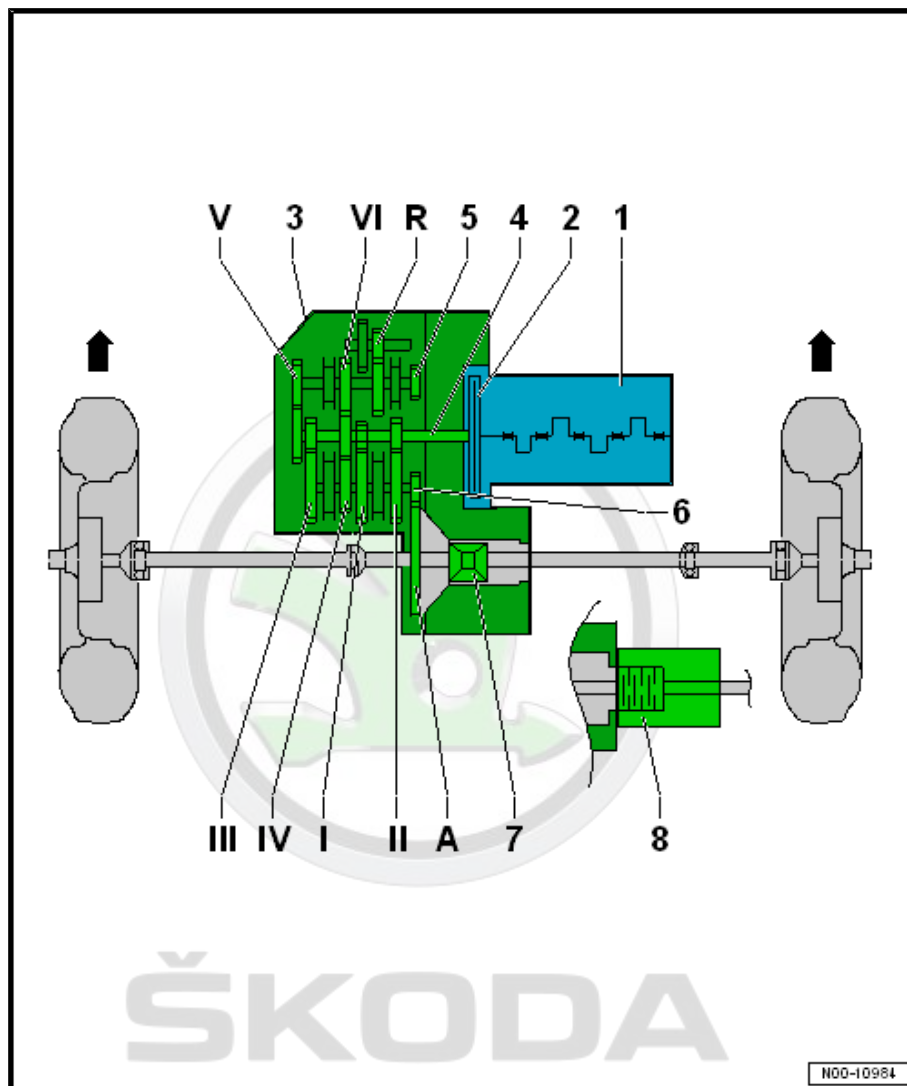
⇒ ["2.2 Overview of drive train - all-wheel drive", page 22](#)

2.1 Overview of power transmission - front-wheel drive

Identification

-Arrows- point in direction of travel

- 1 - Engine
 - 2 - Clutch
 - 3 - Manual gearbox
 - 4 - Drive shaft
 - 5 - Output shaft 5th, 6th gear/
reverse gear
 - 6 - Output shaft gears 1
through 4
 - 7 - Differential
 - 8 - Front axle differential lock
 - ☐ with four-wheel clutch
 - ☐ assigned in combination
with petrol engine ac-
cording to equipment
- ⇒ ["1.3 Identification
characters, aggregate
assignment, ratios, fill-
ing capacities \(Octavia
III\)", page 8](#)

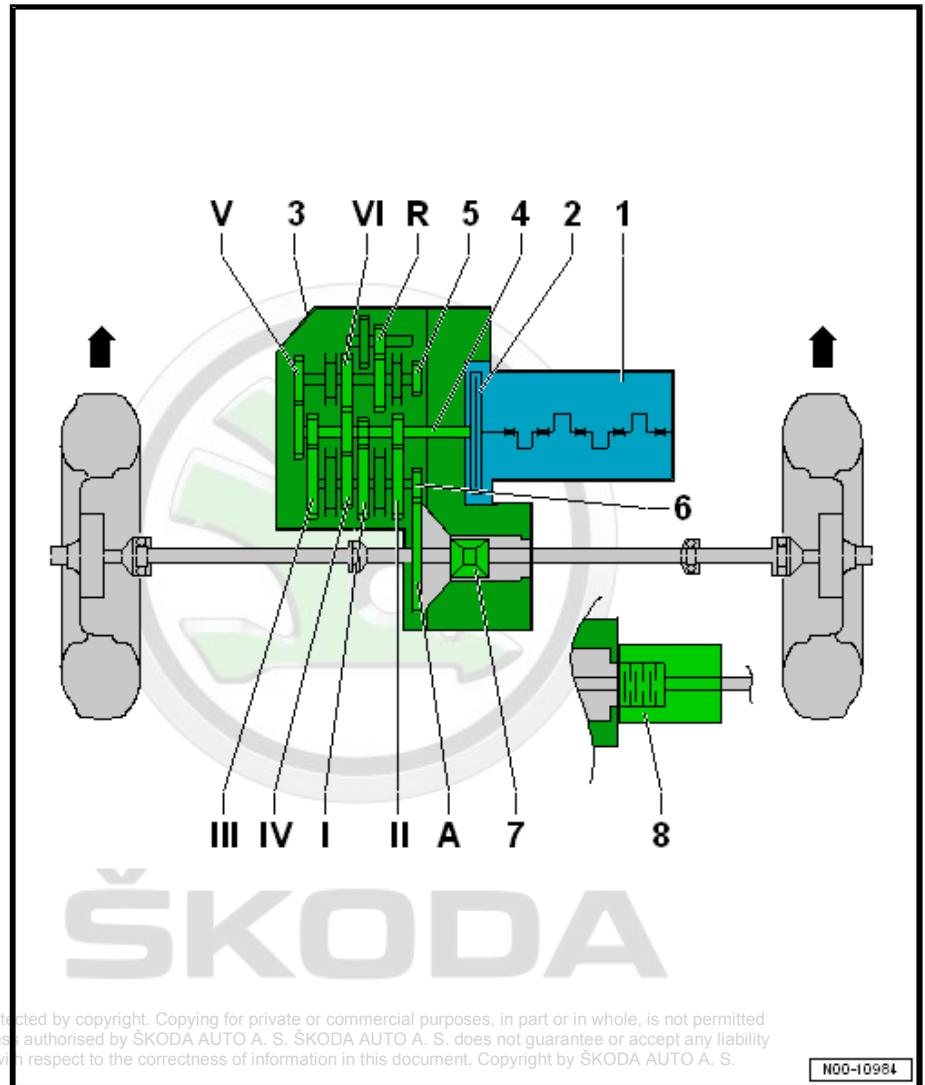


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Gears

-Arrows- point in direction of travel

- I - 1st gear
- II - 2nd gear
- III - 3rd gear
- IV - 4th gear
- V - 5th gear
- VI - 6th gear
- R - Reverse gear
- A - Final drive



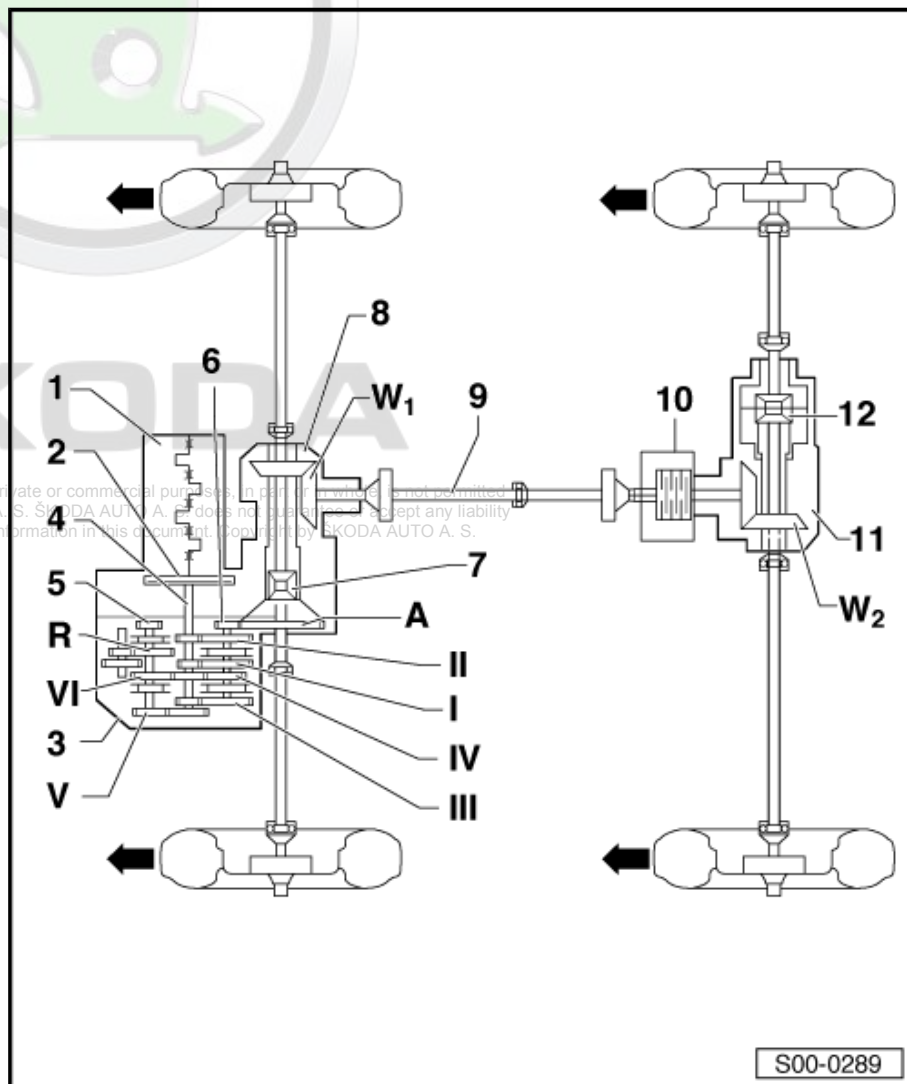


2.2 Overview of drive train - all-wheel drive

Identification

-Arrows- point in direction of travel

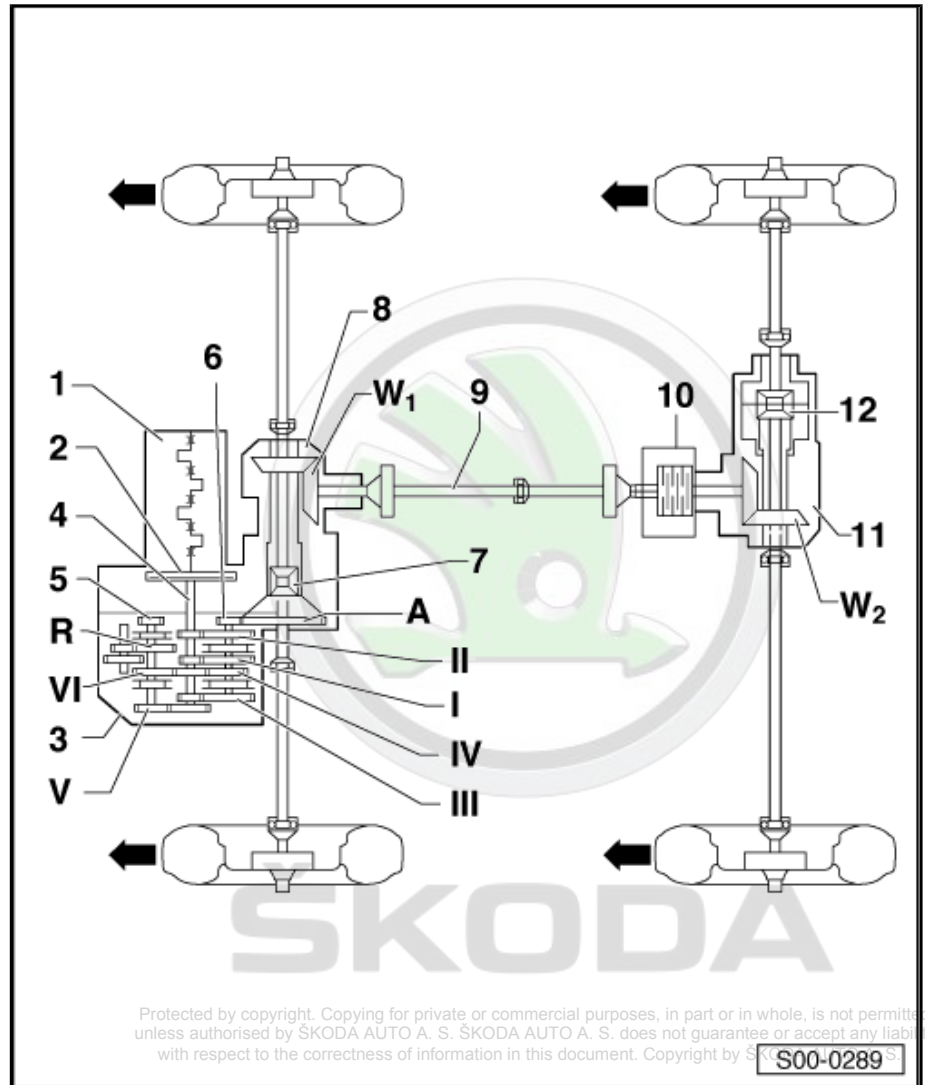
- 1 - Engine
- 2 - Clutch
- 3 - Manual gearbox
- 4 - Drive shaft
- 5 - Output shaft 5th, 6th gear/
reverse gear
- 6 - Output shaft gears 1
through 4
- 7 - Front differential gear
- 8 - Angle gearbox
- 9 - Propshaft
- 10 - Four-wheel drive clutch
- 11 - Rear final drive
- 12 - Rear differential gear



Gears

-Arrows- point in direction of travel

- I - 1st gear
- II - 2nd gear
- III - 3rd gear
- IV - 4th gear
- V - 5th gear
- VI - 6th gear
- R - Reverse gear
- A - Front final drive
- W1 - Drive chain of the angle gearbox
- W2 - Drive chain of the rear final drive



3 General repair instructions

⇒ ["3.1 Notes", page 24](#)

⇒ ["3.2 Contact corrosion", page 24](#)

⇒ ["3.3 Safety precautions when working on vehicles with start-stop system", page 24](#)

⇒ ["3.4 Safety precautions during road tests in which testing and measuring equipment is used", page 25](#)

⇒ ["3.5 Components", page 25](#)

3.1 Notes

To ensure flawless and successful gearbox repairs, the greatest care and cleanliness as well as the use of good and proper tools are essential. Also note the basic rules on safety when performing repair procedures.

A number of generally valid notes for individual repair operations - which are otherwise listed several times at numerous points in the workshop manual - are summarized under the term "components" ⇒ ["3.5 Components", page 25](#). They apply for this particular workshop manual.

3.2 Contact corrosion

- ◆ The gearbox housing and the clutch housing are made out of magnesium alloy.
- ◆ Bolts and other components that come into direct contact with the gearbox have a surface with varying finishes in relation to it.
- ◆ The use of substitute components causes contact corrosion (screws, nuts, washers). The gearbox housing and clutch housing are damaged.
- ◆ Generally install parts which are indicated in the ⇒ Electronic Catalogue of Original Parts.

3.3 Safety precautions when working on vehicles with start-stop system

When working on vehicles with start/stop system, please observe the following instructions:



WARNING

Risk of injury as a result of automatic engine start in vehicles with start/stop system.

- ◆ ***In vehicles with the start/stop system activated (identifiable by an indication in the dash panel insert) the engine can start automatically if required.***
- ◆ ***Make sure that the start-stop system is deactivated when carrying out work on the vehicle (switch ignition off, if necessary switch ignition on again).***

3.4 Safety precautions during road tests in which testing and measuring equipment is used

If test and measuring devices are required during test drives, observe the following information:



WARNING

There is a risk of accident from unintended motion and insufficient securing of testers and measuring instruments.

There is a risk of injury from the release of the passenger air-bag in the event of an accident.

- *Operation of test and measuring instruments by the driver while driving may result in deviating from the direction of travel.*
- *There is an increased risk of injury or accident from un-secured testers and measuring instruments.*
- ◆ *Fasten test and measurement equipment with a strap on the rear seat and secure their operation by another person sitting on the rear seat.*

3.5 Components

Gearbox

- ◆ When installing the gearbox, ensure the dowel sleeves are correctly located between the engine and gearbox.
- ◆ When installing bearing brackets or waxed components, the contact surfaces must be cleaned. Contact surfaces must be free of wax and grease.
- ◆ Bolts and other attachments should have a classification in the ⇒ Electronic Catalogue of Original Parts .
- ◆ When replacing the gearbox, inspect the gear oil level in the manual gearbox (top up with oil if necessary)
⇒ ["3 Gear oil", page 221](#) .
- ◆ Filling capacity (Octavia II)
⇒ ["1.2 Identification characters, aggregate assignment, ratios, filling capacities \(Octavia II\)", page 2](#) .
- ◆ Filling capacity (Octavia III)
⇒ ["1.3 Identification characters, aggregate assignment, ratios, filling capacities \(Octavia III\)", page 8](#) .
- ◆ Filling capacity (Superb II)
⇒ ["1.4 Identification characters, aggregate assignment, ratios, filling capacities \(Superb II\)", page 12](#) .
- ◆ Filling capacity (Yeti)
⇒ ["1.5 Identification characters, aggregate assignment, ratios, filling capacities \(Yeti\)", page 15](#) .
- ◆ Oil specification ⇒ Electronic Catalogue of Original Parts .

Angle gearbox (four-wheel drive)

- ◆ The angle gearbox is screwed on laterally to the manual gearbox and equipped with its own closed oil supply.
- ◆ Filling capacity (Octavia II)
⇒ ["1.2 Identification characters, aggregate assignment, ratios, filling capacities \(Octavia II\)", page 2](#)

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- ◆ Filling capacity (Octavia III)
⇒ [“1.3 Identification characters, aggregate assignment, ratios, filling capacities \(Octavia III\)”, page 8](#) .
- ◆ Filling capacity (Superb II)
⇒ [“1.4 Identification characters, aggregate assignment, ratios, filling capacities \(Superb II\)”, page 12](#) .
- ◆ Filling capacity (Yeti)
⇒ [“1.5 Identification characters, aggregate assignment, ratios, filling capacities \(Yeti\)”, page 15](#) .
- ◆ Oil specification ⇒ Electronic Catalogue of Original Parts .
- ◆ Check gear oil level and top up with gear oil if necessary
⇒ [“4 Inspecting gear oil in the angle gearbox”, page 224](#) .

Rear final drive ⇒ Propshaft and final drive, rear; Rep. gr. 39

Targeted fault finding, Vehicle self-diagnosis and Measuring method

- ◆ Before repairing the four-wheel drive clutch, try to determine the origin of the damage as accurately as possible using the
⇒ Vehicle diagnostic tester in the functions “Targeted fault finding”, “Vehicle self-diagnosis” and “Measuring method”.

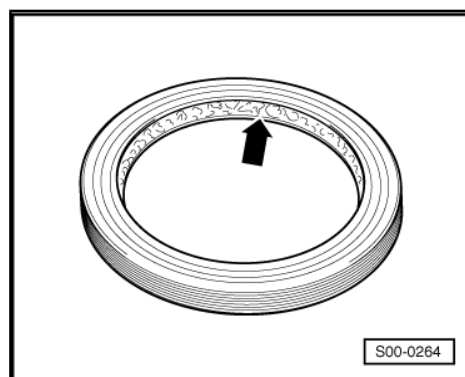
Sealant

- ◆ Thoroughly clean housing joint surfaces before applying sealant.
- ◆ Apply sealant -AMV 188 200 03- evenly and not too thickly.

Gasket rings, O-rings, gaskets

- ◆ Always replace gasket rings, O-rings and gaskets ⇒ Electronic Catalogue of Original Parts .
- ◆ After removing gaskets, check the contact surface in the housing or shaft for burrs or damage which occurred during the assembly.
- ◆ Radial shaft seals - before mounting lightly oil at outside diameter and fill half the space between the sealing lips -arrow- with sealing grease - G 052 128 A1- .
- ◆ The open side of the sealing rings faces the sealing fluid.
- ◆ Press in new gasket ring in such a way that the sealing lip is not located on the same point as the sealing lip of the old gasket ring (use tolerance for insertion depth).
- ◆ Before inserting lightly oil the O-rings, in order to prevent the rings being squashed during installation.
- ◆ Inspect the oil level after replacing the gaskets and gasket rings.

Locking elements

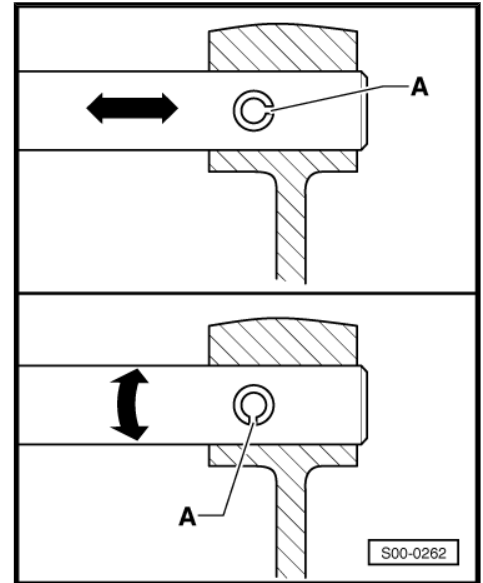


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- ◆ Do not over-tension the circlips.
- ◆ Always replace damaged or over-tensioned circlips ⇒ Electronic Catalogue of Original Parts .
- ◆ Circlips must be positioned in the base of the groove.
- ◆ Replace roll pins. Fitting location: slot longitudinally to power flow.

Screws, nuts

- ◆ Slacken the bolts and nuts against the tightening sequence.
- ◆ Slacken and tighten screws or fixing nuts of covers and housings without tightening sequence diagonally across in stages.
- ◆ Replace the self-locking screws and nuts.
- ◆ Tightening torques are for unlubricated nuts, bolts and screws.
- ◆ Clean the threaded holes into which self-locking screws or screws with locking agent were screwed in (using e.g. a screw-tap). Otherwise there is a danger of bolts shearing when subsequently being removed.
- ◆ It is important to ensure at all bolted connections that the contact surfaces as well as the nuts and bolts are waxed only after being installed, should this be necessary.



Bearings

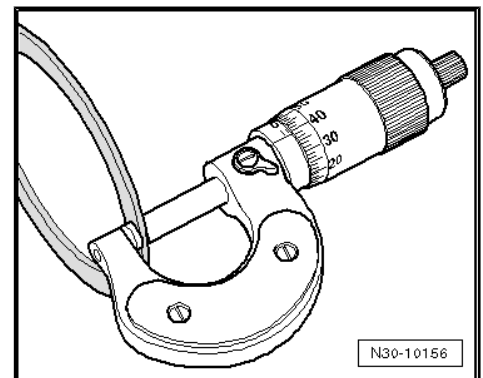
- ◆ New taper roller bearings are fitted as supplied and do not require any additional lubrication.
- ◆ Insert moist all bearings (except taper roller bearings) into the gearbox with gear oil.
- ◆ Before installing, heat the inner rings of the tapered-roller bearings on a heating plate or with an induction heater unit , e.g. -VAS 6414- , to approx. 100 °C. Press on axially and with no clearance up to the stop.
- ◆ Do not mix up the outer and inner races of bearings of the same size.
- ◆ Always jointly replace tapered-roller bearings on the same shaft and use products of the same manufacturer.
- ◆ Position needle bearing with the lettered side (thicker end) towards the drift pin.

Shims

- ◆ Gauge shims at several points with a micrometer. The various thicknesses make it possible to achieve the exact shim thickness required.
- ◆ Check for burrs and damage.

- ◆ **Install only flawless shims.**

Synchro-rings



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- ◆ These are not interchangeable. When reusing synchro-rings, always fit to the same synchromeshed gear.
- ◆ Inspect for wear, replace if necessary ⇒ Electronic Catalogue of Original Parts .
- ◆ Check grooves -arrow 1- on synchronizer ring -A- or inner ring for flattened parts (grooves are worn).
- ◆ On the installed intermediate ring -B-, check outer -arrow 2- or inner -arrow 3- contact surface for traces of scoring and friction.
- ◆ Check the cone of the sliding gear for traces of scoring and friction.
- ◆ Oil with gear oil before installing.

Gear pinions and synchronizer body

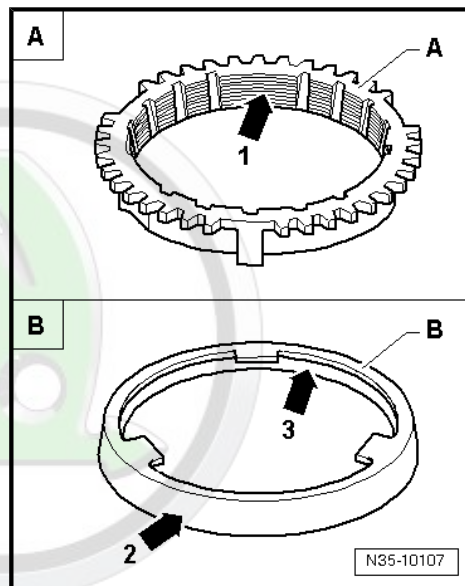
- ◆ Clean and heat on a heating plate or with the induction heater unit e.g. -VAS 6414- to approx. 100°C before pressing on.
- ◆ Install axial and play-free up to the stop.
- ◆ Note installation position.

Synchromeshed gears

- ◆ Inspect wheels 1st to 6th gear for small axial play or clearance after installation.

Clutch operation

- ◆ Ensure that the pressure plate does not cant: loosen and tighten bolts diagonally and in several gradual stages.
- ◆ If the clutch pedal does not return to its initial position after the coupling procedure - clutch pedal in home position - the clutch control must be bled (further measures ⇒ ["1.26 Check hydraulic clutch control", page 75](#)).
- ◆ In order to reduce unpleasant odours if the clutch is burnt. thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.



30 – Clutch



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1 Repairing clutch control

- ⇒ ["1.1 Overview", page 31](#)
- ⇒ ["1.2 Summary of components - Foot controls \(Octavia II, Superb II and Yeti\)", page 32](#)
- ⇒ ["1.3 Summary of components - Foot controls \(Octavia III\)", page 34](#)
- ⇒ ["1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal \(Yeti\)", page 36](#)
- ⇒ ["1.5 Removing and installing bearing bush \(Octavia III\)", page 36](#)
- ⇒ ["1.6 Removing and installing retractor spring \(Octavia II\)", page 37](#)
- ⇒ ["1.7 Removing and installing retractor spring \(Octavia III\)", page 39](#)
- ⇒ ["1.8 Removing and installing retractor spring \(Superb II\)", page 41](#)
- ⇒ ["1.9 Removing and installing retractor spring \(Yeti\)", page 42](#)
- ⇒ ["1.10 Removing and installing tension spring and over-centre helper spring \(Octavia III\)", page 44](#)
- ⇒ ["1.11 Removing and installing clutch pedal \(Octavia II, Superb II, Yeti\)", page 46](#)
- ⇒ ["1.12 Removing and installing clutch pedal \(Octavia III\)", page 48](#)
- ⇒ ["1.13 Removing and installing bearing bracket for clutch pedal \(Octavia II\)", page 50](#)
- ⇒ ["1.14 Removing and installing bearing bracket for clutch pedal \(Octavia III\)", page 52](#)
- ⇒ ["1.15 Removing and installing bearing bracket for clutch pedal \(Superb II\)", page 56](#)
- ⇒ ["1.16 Removing and installing bearing block for clutch pedal \(Yeti\)", page 58](#)
- ⇒ ["1.17 Removing and installing master cylinder \(Octavia II, Superb II, Yeti\)", page 61](#)
- ⇒ ["1.18 Removing and installing master cylinder \(Octavia III\)", page 62](#)
- ⇒ ["1.19 Removing and installing clutch position sender G476 \(Octavia II\)", page 63](#)
- ⇒ ["1.20 Removing and installing clutch position sender G476 \(Octavia III\)", page 65](#)
- ⇒ ["1.21 Removing and installing clutch position sender G476 \(Superb II\)", page 65](#)
- ⇒ ["1.22 Removing and installing clutch position sender G476 \(Yeti\)", page 67](#)
- ⇒ ["1.23 Summary of components - Hydraulic \(Octavia II and Superb II\)", page 67](#)
- ⇒ ["1.24 Summary of components - Hydraulics \(Octavia III\)", page 70](#)
- ⇒ ["1.25 Summary of components - Hydraulic \(Yeti\)", page 73](#)
- ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

⇒ "1.27 Removing and installing cables for clutch control (Octavia III)", page 76

⇒ "1.28 Bleeding the clutch control", page 77

1.1 Overview



Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27.
- ◆ Grease all bearing points and contact surfaces with grease - G 000 450 02-.

I - Summary of components - Foot controls (Octavia II, Superb II and Yeti)

⇒ "1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)", page 32

II - Summary of components - Foot controls (Octavia III)

⇒ "1.3 Summary of components - Foot controls (Octavia III)", page 34

III - Summary of components - Hydraulic (Octavia II and Superb II)

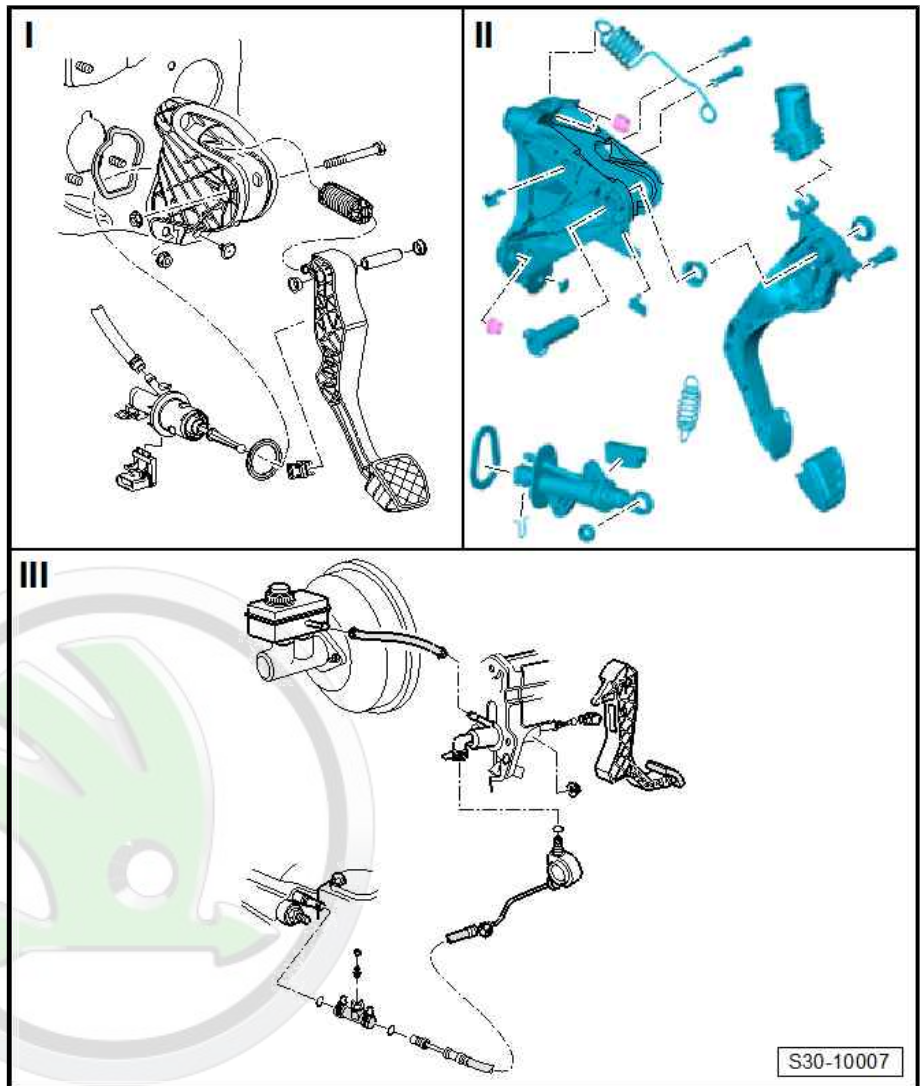
⇒ "1.23 Summary of components - Hydraulic (Octavia II and Superb II)", page 67

III - Summary of components - Hydraulic (Yeti)

⇒ "1.25 Summary of components - Hydraulic (Yeti)", page 73

III - Summary of components - Hydraulics (Octavia III)

⇒ "1.24 Summary of components - Hydraulics (Octavia III)", page 70



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1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)

1 - Front wall

- ☐ with mount for bracket

2 - Gasket

- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ between bracket and front wall
- ☐ self-adhesive
- ☐ glue to bracket

3 - Bearing bracket/foot controls

- ☐ for support of clutch pedal
- ☐ removing and installing (Octavia II)
⇒ [“1.13 Removing and installing bearing bracket for clutch pedal \(Octavia II\)”, page 50](#)
- ☐ removing and installing (Superb II)
⇒ [“1.15 Removing and installing bearing bracket for clutch pedal \(Superb II\)”, page 56](#)
- ☐ removing and installing (Yeti)
⇒ [“1.16 Removing and installing bearing block for clutch pedal \(Yeti\)”, page 58](#)

4 - Screw

5 - Retractor spring

- ☐ removing and installing (Octavia II) ⇒ [“1.6 Removing and installing retractor spring \(Octavia II\)”, page 37](#)
- ☐ removing and installing (Superb II)
⇒ [“1.8 Removing and installing retractor spring \(Superb II\)”, page 41](#)
- ☐ removing and installing (Yeti) ⇒ [“1.9 Removing and installing retractor spring \(Yeti\)”, page 42](#)

6 - Bushing

7 - Bearing shaft

8 - Clutch pedal

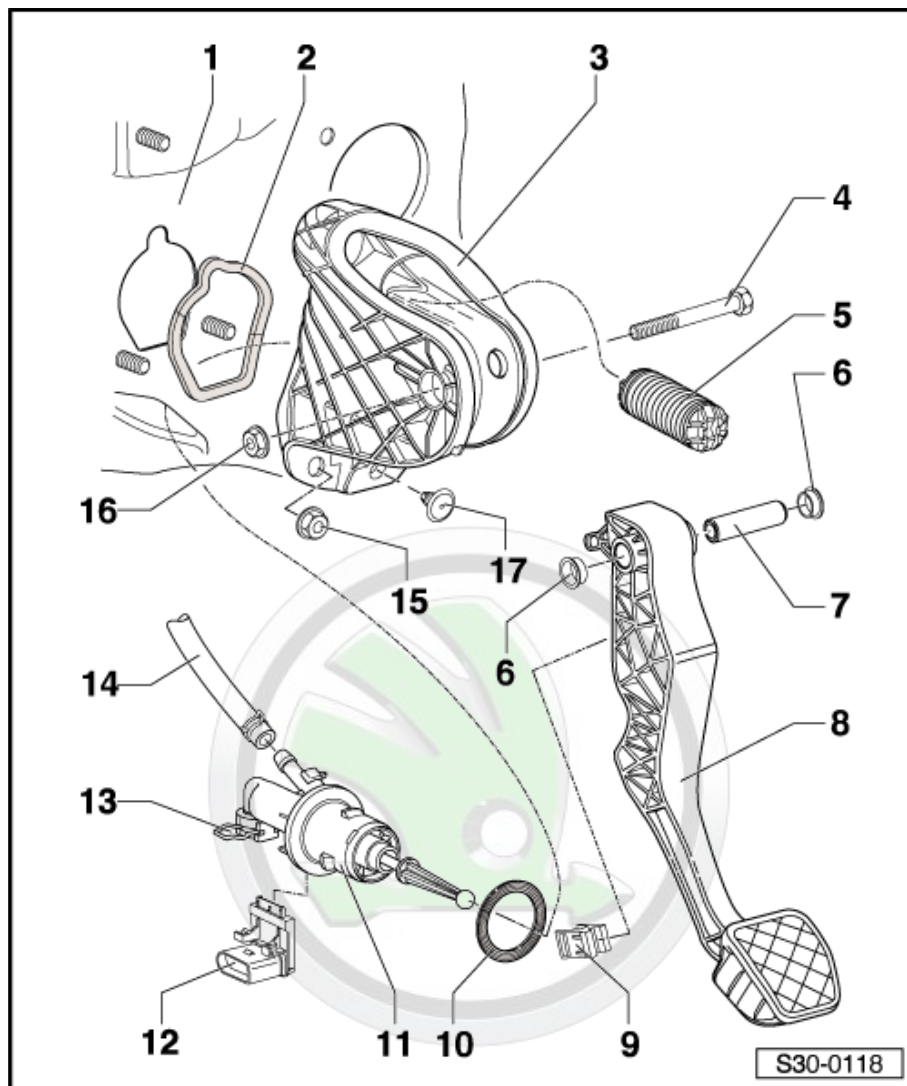
- ☐ Removing and installing
⇒ [“1.11 Removing and installing clutch pedal \(Octavia II, Superb II, Yeti\)”, page 46](#)

9 - Support

- ☐ Removing and installing
⇒ [“1.11 Removing and installing clutch pedal \(Octavia II, Superb II, Yeti\)”, page 46](#)

10 - Gasket

- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ between master cylinder and bracket



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11 - Master cylinder

- ☐ removing and installing after removing the bracket
⇒ [“1.17 Removing and installing master cylinder \(Octavia II, Superb II, Yeti\)”, page 61](#)
- ☐ Check for leaks ⇒ [“1.26 Check hydraulic clutch control”, page 75](#)

12 - Clutch position sender - G476-

- ☐ Removing and installing
⇒ [“1.17 Removing and installing master cylinder \(Octavia II, Superb II, Yeti\)”, page 61](#)
- ☐ Check ⇒ Vehicle diagnostic tester

13 - Clamp

- ☐ to remove and install the tube-hose line and/or plastic line pull out retaining clip up to the stop

14 - Supply hose

- ☐ out of rubber
- ☐ as of 12/05 on certain vehicles out of plastic
⇒ [“1.23 Summary of components - Hydraulic \(Octavia II and Superb II\)”, page 67](#) or
⇒ [“1.25 Summary of components - Hydraulic \(Yeti\)”, page 73](#)
- ☐ Do not use hose clamp - MP7-602-
- ☐ Check for leaks ⇒ [“1.26 Check hydraulic clutch control”, page 75](#)

15 - Nut

- ☐ Qty. 3
- ☐ self-locking
- ☐ for bracket on front wall
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm

16 - Nut

- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ 25 Nm

17 - Stop

- ☐ for the clutch pedal

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1.3 Summary of components - Foot controls (Octavia III)

1 - Master cylinder

- ☐ Removing and installing
⇒ ["1.18 Removing and installing master cylinder \(Octavia III\)", page 62](#)

2 - Bushing

- ☐ Removing and installing
⇒ ["1.5 Removing and installing bearing bush \(Octavia III\)", page 36](#)
- ☐ is not lubricated

3 - Clamp

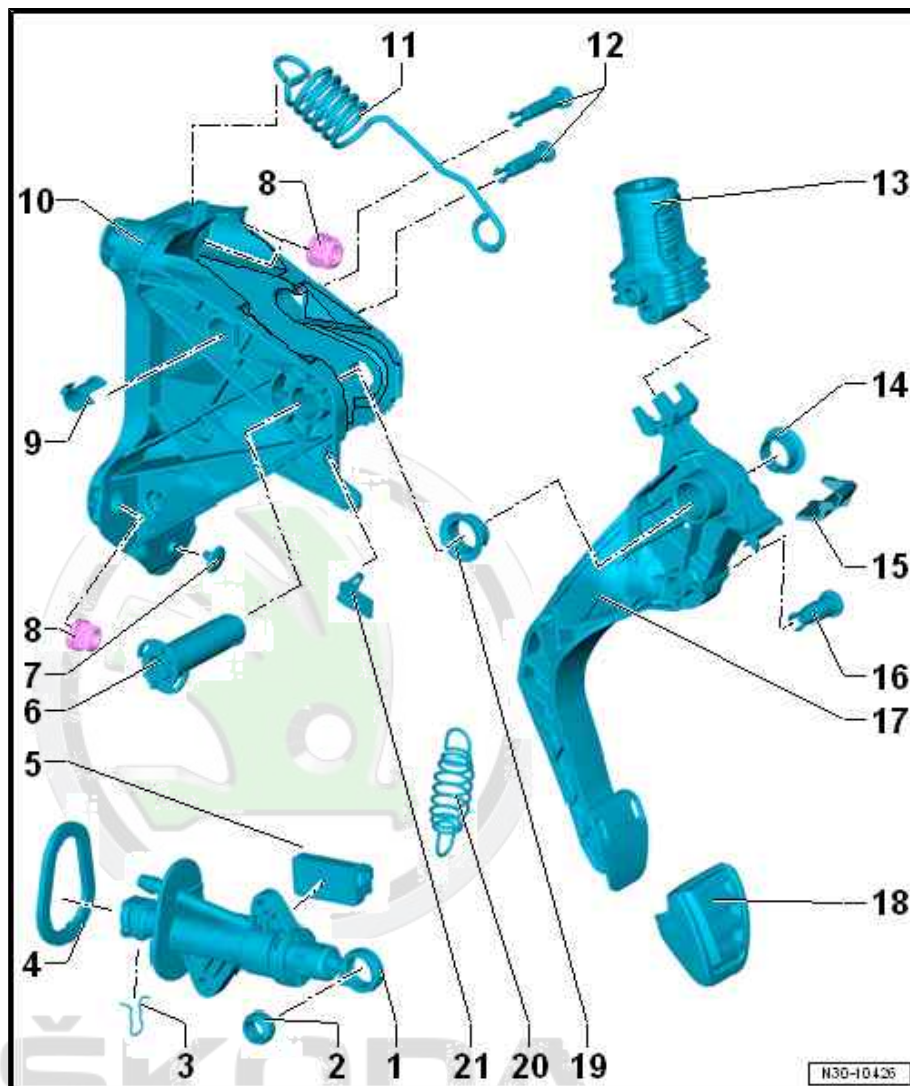
- ☐ to remove and install the tube-hose line pull out clamp up to the stop

4 - Gasket

- ☐ self-adhesive
- ☐ after removing the master cylinder, replace ⇒ Electronic Catalogue of Original Parts
- ☐ stick onto the master cylinder

5 - Clutch position sender - G476-

- ☐ check ⇒ Vehicle diagnostic tester in the operating mode Targeted fault finding
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing
⇒ ["1.20 Removing and installing clutch position sender G476 \(Octavia III\)", page 65](#)



6 - Carrier bolt

- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts
- ☐ is not lubricated

7 - Spring stop

8 - Nut

- ☐ Pillar to front wall
- ☐ Qty. 3
- ☐ self-locking
- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts
- ☐ 25 Nm

9 - Bearing shell

- ☐ Qty. 2
- ☐ is fitted on both sides
- ☐ fitted only with over-centre helper spring
- ☐ is not lubricated

10 - Console

- ☐ for the clutch pedal
- ☐ Removing and installing
⇒ [“1.14 Removing and installing bearing bracket for clutch pedal \(Octavia III\)”, page 52](#)
- ☐ Drive in bushings into the bores for mounting bolts console/front wall mandrel - VW 207-

11 - Retractor spring

- ☐ installed according to the type
- ☐ Removing and installing ⇒ [“1.7 Removing and installing retractor spring \(Octavia III\)”, page 39](#)
- ☐ Do not lubricate bearing on console

12 - Carrier bolt

- ☐ for master cylinder
- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts
- ☐ is not lubricated

13 - Over-centre helper spring

- ☐ installed according to the type
- ☐ different versions, assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing
⇒ [“1.10 Removing and installing tension spring and over-centre helper spring \(Octavia III\)”, page 44](#)
- ☐ is not lubricated

14 - Bushing

15 - Sliding sleeve

- ☐ installed according to the type
- ☐ Bearing for retractor spring
- ☐ is slid onto the clutch pedal
- ☐ Coat the bearing for the return spring with grease -G 052 567 A2- ⇒ Electronic Catalogue of Original Parts

16 - Carrier bolt

- ☐ of the master cylinder tappet
 - ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts
 - ☐ is not lubricated
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17 - Clutch pedal

- ☐ Removing and installing ⇒ [“1.12 Removing and installing clutch pedal \(Octavia III\)”, page 48](#)
- ☐ is not lubricated

18 - Pedal rubber

19 - Bushing

- ☐ is not lubricated

20 - Tension spring

- ☐ for the clutch pedal
- ☐ installed according to the type
- ☐ Removing and installing
⇒ [“1.10 Removing and installing tension spring and over-centre helper spring \(Octavia III\)”, page 44](#)
- ☐ is not lubricated

21 - Damping element

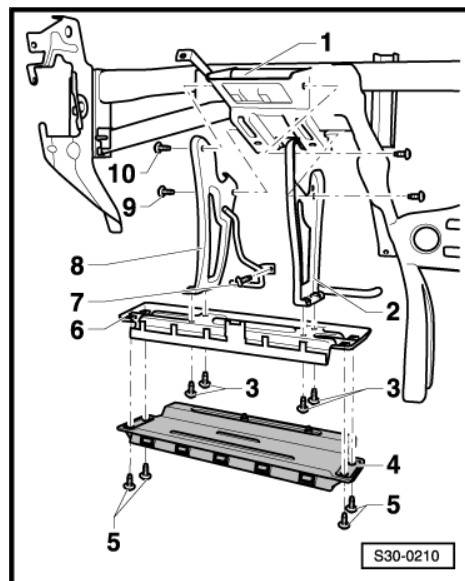
- ☐ only fitted with tension spring
- ☐ is not lubricated



1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal (Yeti)

Holder for knee airbag with crash strut for clutch pedal - Summary of components

- 1 - Module carrier
- 2 - Holder for knee airbag with crash strut for brake pedal
- 3 - 9 Nm
- 4 - Knee airbag
- 5 - 7 Nm
- 6 - Strut for knee airbag
- 7 - Bolt for the left footwell vent on the driver side: 1.5 Nm
- 8 - Holder for knee airbag with crash strut for clutch pedal
- 9 - 9 Nm
- 10 - 9 Nm



Removing

For the removal of the top screw (Pos. 10):

- Removing dash panel insert ⇒ Electrical System; Rep. gr. 90 .

For the removal of the bottom screw (Pos. 9):

- Remove lower part of the dash panel insert on the driver's side ⇒ Body; Rep. gr. 70 Work.
- Release screw for footwell vent on driver's side (position 7).
- Remove the knee airbag ⇒ Body Work; Rep. gr. 69 .
- Remove strut for knee airbag.
- Remove vehicle voltage control unit - J519- , relay carrier above and below the vehicle voltage control unit ⇒ Electrical System; Rep. gr. 97 and expose wiring looms.

The hoses remain connected.

- Unscrew the lower screw (position 9) and remove the holder for the knee airbag with the crash strut for the clutch pedal (position 8).

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Install vehicle voltage control unit with relay carriers ⇒ Electrical System; Rep. gr. 97 .
- Install knee airbag ⇒ Body Work; Rep. gr. 69 .
- Install lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .

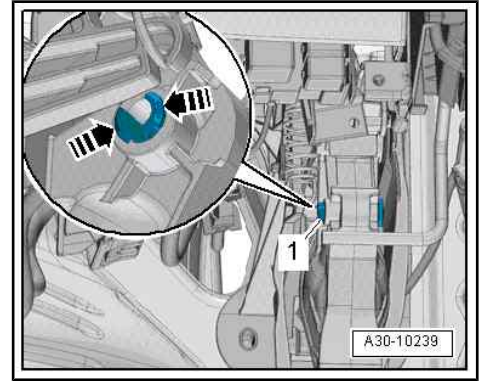
1.5 Removing and installing bearing bush (Octavia III)

Removing

- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .

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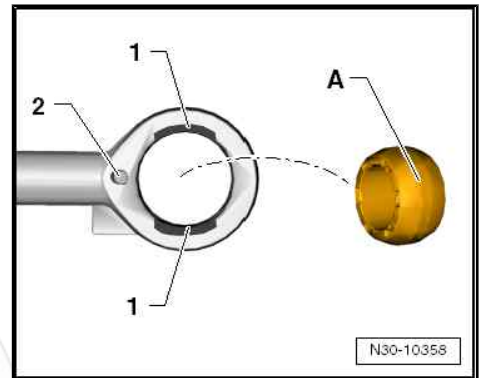
- Press the catches -arrows- together and remove the bolts -1- to the right.



- Turn the master cylinder tappet so that the recesses -1- and bolt -2- are visible.

The recesses -1- and bolts -2- are facing the same direction.

- Remove bearing bush -A- from recesses -1-.

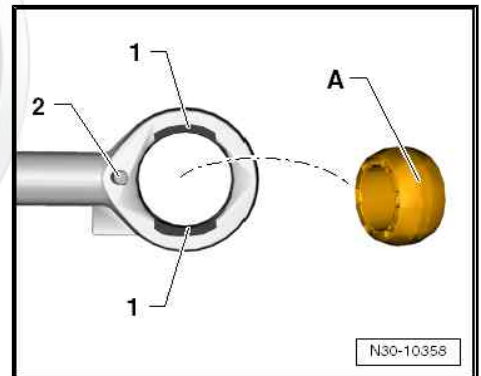


Installing

- Turn the master cylinder tappet so that the recesses -1- and bolt -2- are visible.

The recesses -1- and bolts -2- are facing the same direction.

- Fit the bearing bush -A- into the recesses -1- and turn it in the tappet lug until flush.
- Connect the master cylinder tappet with the clutch pedal, to do so use a new carrier bolt ⇒ Electronic catalogue of original parts .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



1.6 Removing and installing retractor spring (Octavia II)

Special tools and workshop equipment required

- ◆ Release tool - T10178 -

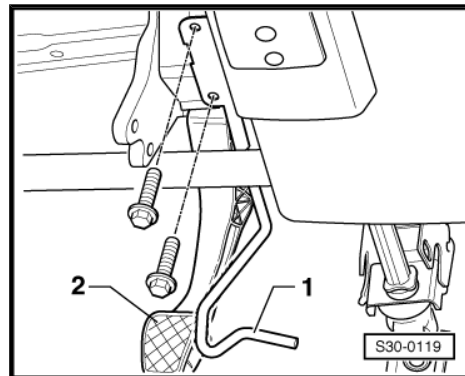
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Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove lower part of the dash panel insert on the driver's side ⇒ Body; Rep. gr. 70 Work.



- Unscrew crash strut -1- in front of the clutch pedal -2-.



- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.



Note

The clutch pedal remains hanging on the actuating rod of the clutch master cylinder.

- Swivel clutch pedal slightly downwards and remove retractor spring -4- from the bearing bracket.

Installing

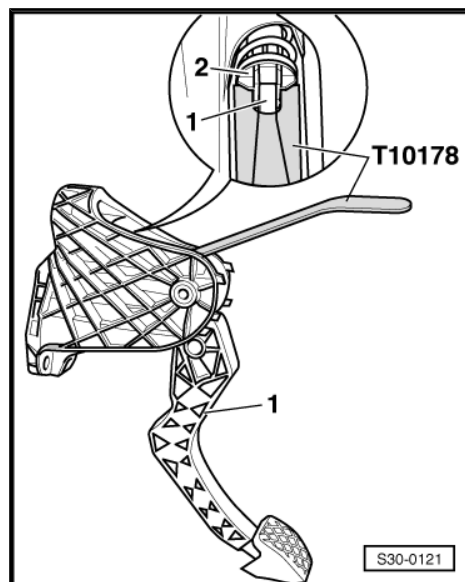
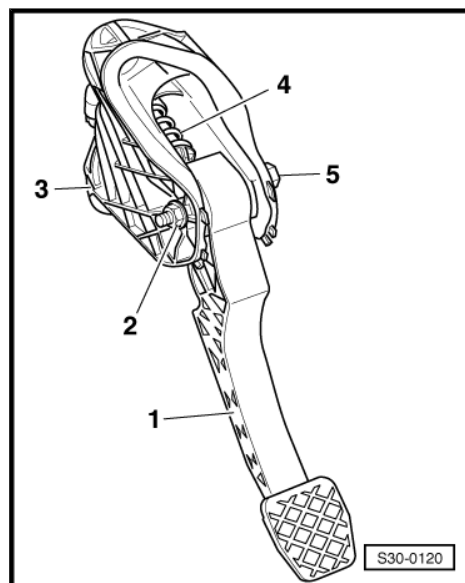
Installation is carried out in the reverse order. When installing, observe the following:



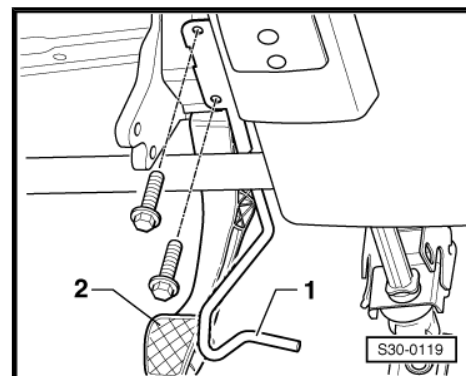
Note

Replace self-locking nut.

- Insert retractor spring -2- from above into the bracket and while doing so hold the spring end in the fitting position using the release tool - T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal -1- slightly, slide through screw and tighten self-locking nut.



- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side
⇒ Body Work; Rep. gr. 70 .



Tightening torques

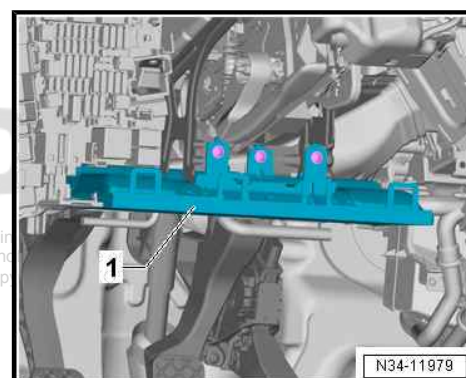
Component	Nm
Clutch pedal to bearing bracket	⇒ "1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)", page 32 Pos. 16
Crash strut to bracket/steering column	9

1.7 Removing and installing retractor spring (Octavia III)

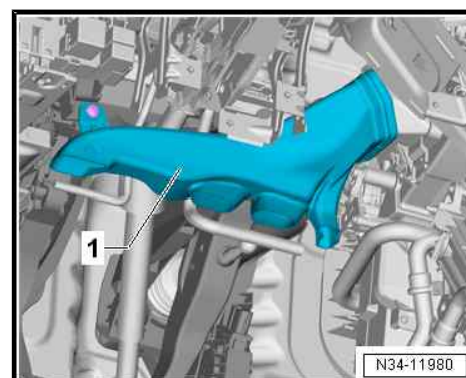
Removing

- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .
- Remove the knee airbag -1- on the driver's side, if present ⇒ Body Work; Rep. gr. 69 .

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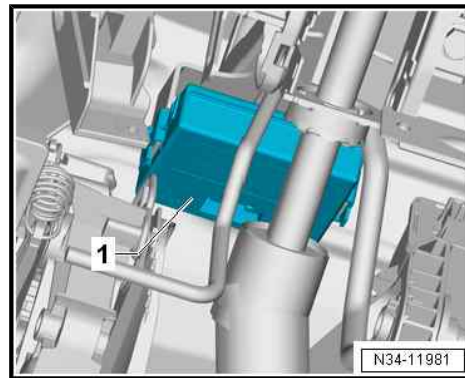


- Remove the footwell vent -1- on the driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87

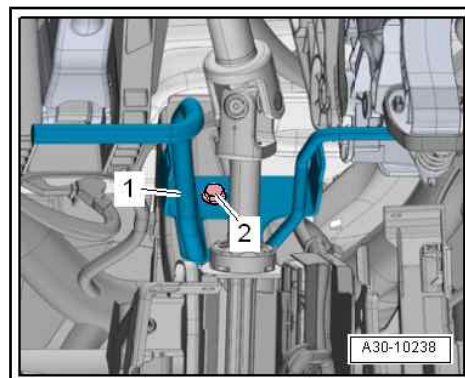




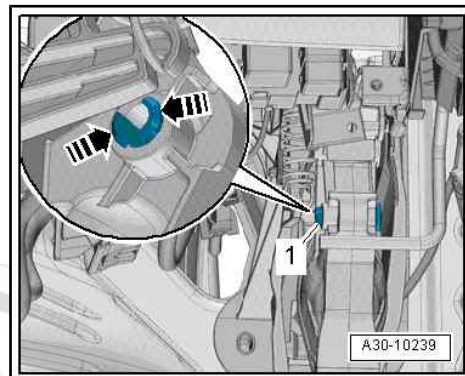
- Remove data bus diagnostic interface - J533- -1- from bracket
⇒ Electrical System; Rep. gr. 97 and push it to the side.



- Unscrew screw -2-, unhook crash strut -1- and push it to the side.



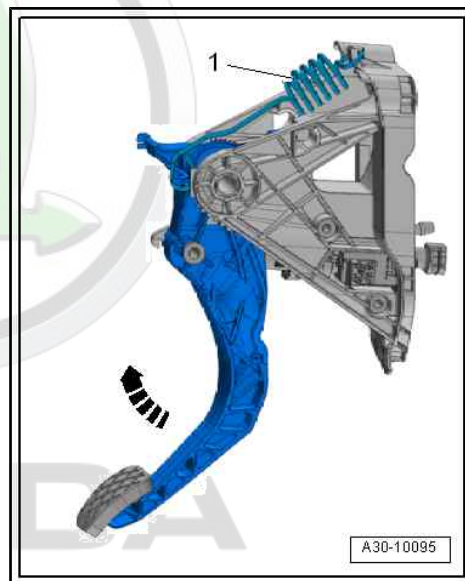
- Press the catches -arrows- and detach the carrier bolt -1- of the master cylinder tappet to the right.



- Swivel the clutch pedal in -direction of arrow-, unhook and remove retractor spring -1-.

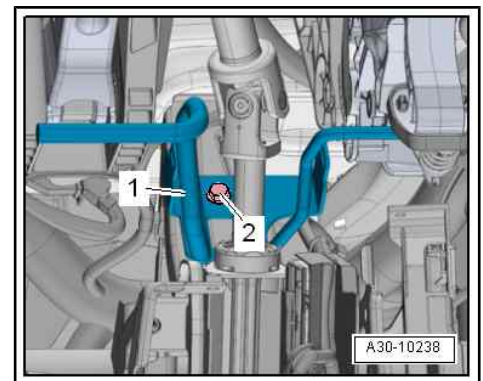
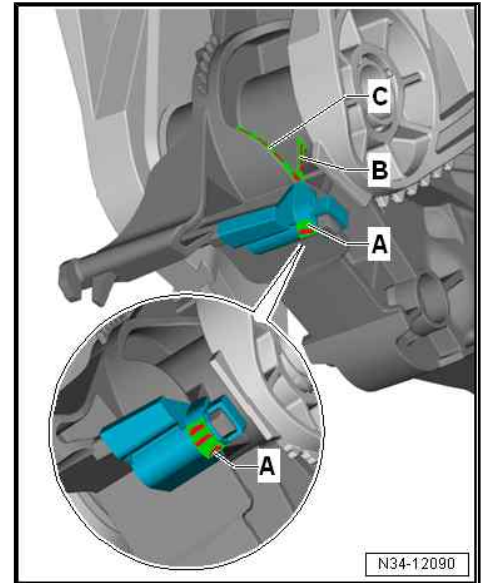
Installing

Installation is performed in the reverse order, while paying attention to the following:



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- On the retractor spring -1- (⇒ previous image) only coat the following areas of the clutch pedal with grease -G 052 567 A2- :
 - Sliding sleeve in areas of bearing -A- for retractor spring
 - Peg -B-
 - Peg -C-
 - Grease -G 052 567 A2- ⇒ Electronic Catalogue of Original Parts
- Swivel the clutch pedal in -direction of arrow- and suspend retractor spring -1- (⇒ previous fig.).
- Connect the master cylinder tappet with the clutch pedal, to do so use a new carrier bolt ⇒ Electronic catalogue of original parts .
- Insert crash strut -1- and tighten screw -2- ⇒ Body Work; Rep. gr. 70 .
- Install data bus diagnostic interface - J533- ⇒ Electrical System; Rep. gr. 97 .
- Install footwell vent driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



1.8 Removing and installing retractor spring (Superb II)

Special tools and workshop equipment required

- ◆ Assembly lever - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .

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- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.

**Note**

The clutch pedal remains hanging on the actuating rod of the clutch master cylinder.

- Swivel clutch pedal slightly downwards and remove retractor spring -4- from the bearing bracket.

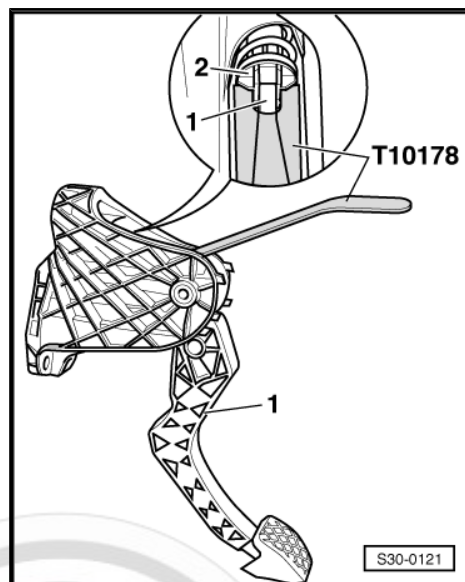
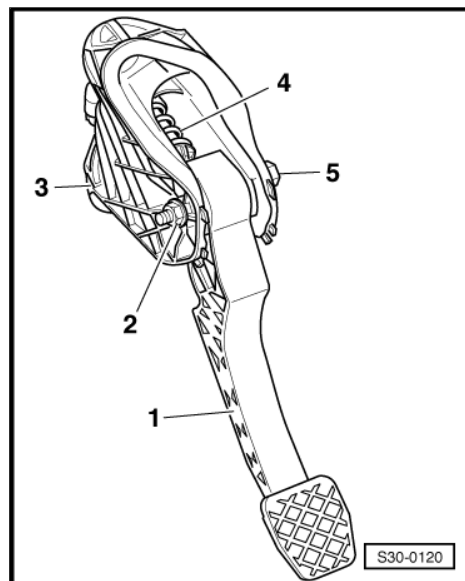
Installing

Installation is carried out in the reverse order. When installing, observe the following:

**Note**

Replace self-locking nut.

- Insert retractor spring -2- from above into the bracket and while doing so hold the spring end in the fitting position using the release tool - T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal -1- slightly, slide through screw and tighten self-locking nut.
- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .

**Tightening torques**

Component	Nm
Clutch pedal to bearing bracket	⇒ “1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)”, page 32 Pos. 16

1.9 Removing and installing retractor spring (Yeti)

Special tools and workshop equipment required

- ◆ Release tool - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove holder for knee airbag with crash strut for clutch pedal ⇒ [“1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal \(Yeti\)”, page 36](#) .

- Remove the steering column from the steering gear ⇒ Chassis; Rep. gr. 48 .
- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.

i Note

The clutch pedal remains hanging on the actuating rod of the clutch master cylinder.

- Swivel clutch pedal slightly downwards and remove retractor spring -4- from the bearing bracket.

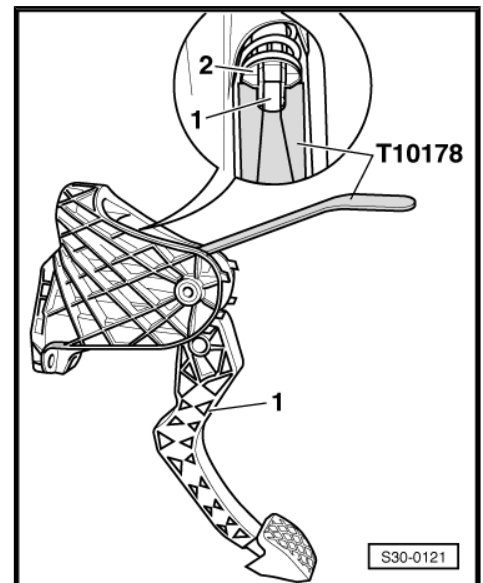
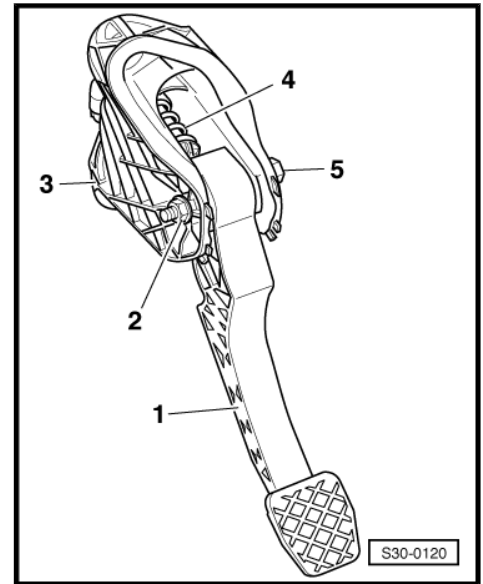
Installing

Installation is carried out in the reverse order. When installing, observe the following:

i Note

Replace self-locking nut.

- Insert retractor spring -2- from above into the bracket and while doing so hold the spring end in the fitting position using the release tool - T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal -1- slightly, slide through screw and **tighten self-locking nut**.
- Secure the steering column to the steering gear with a new screw ⇒ Chassis; Rep. gr. 48 .
- Install holder for knee airbag with crash strut for clutch pedal ⇒ **“1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal (Yeti)”, page 36** .



Tightening torques

Component	Nm
Clutch pedal to bearing bracket	25 ¹⁾
Steering column to steering gear	⇒ Chassis; Rep. gr. 48
Install holder for knee airbag with crash strut for clutch pedal	⇒ <u>“1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal (Yeti)”, page 36</u>

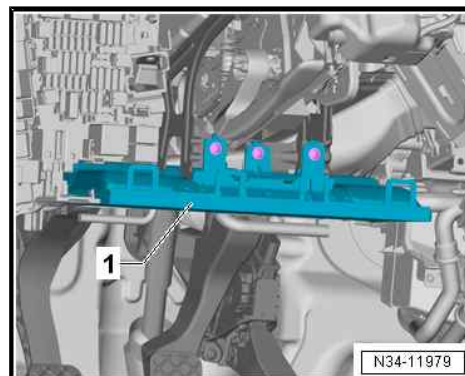
1) Replace nut.



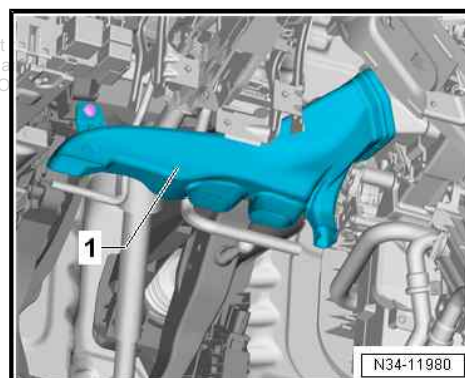
1.10 Removing and installing tension spring and over-centre helper spring (Octavia III)

Removing

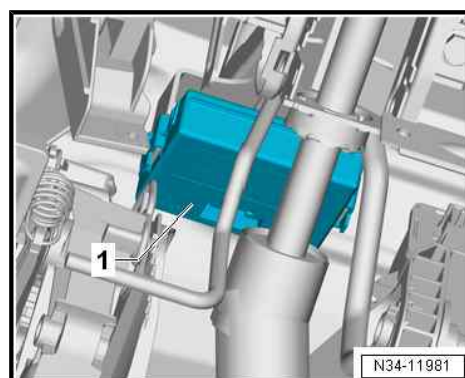
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .
- Remove the knee airbag -1- on the driver's side, if present ⇒ Body Work; Rep. gr. 69 .



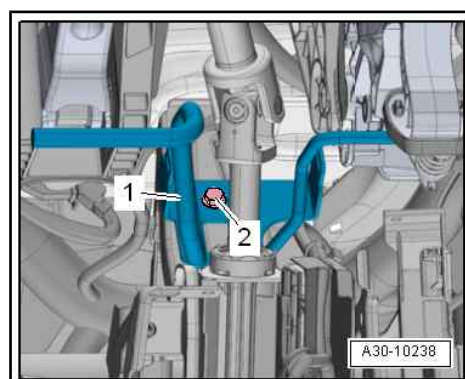
- Remove the footwell vent -1- on the driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .



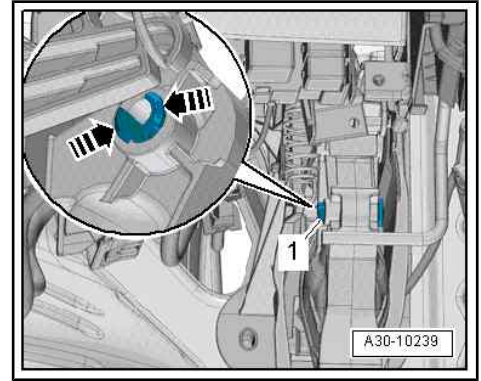
- Remove data bus diagnostic interface - J533- -1- from bracket ⇒ Electrical System; Rep. gr. 97 and push it to the side.



- Unscrew screw -2-, unhook crash strut -1- and push it to the side.



- Press the catches -arrows- and detach the carrier bolt -1- of the master cylinder tappet to the right.

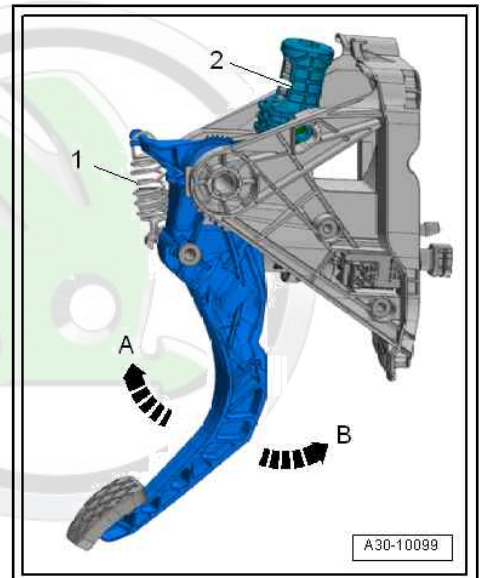


- If present, unhook the tension spring -1- and remove, while doing so pull the clutch pedal in -direction of arrow A-.
- Pull the clutch pedal in -direction of arrow A-, unhook the over-centre helper spring -2- and remove.

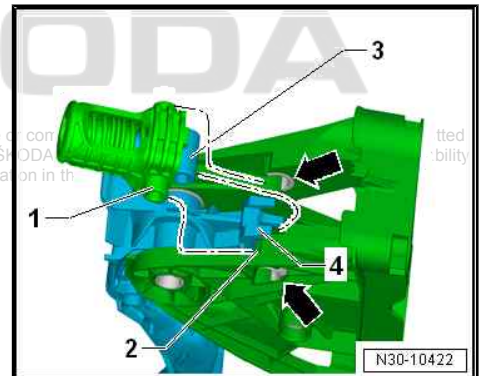
Installing

Installation is performed in the reverse order, while paying attention to the following:

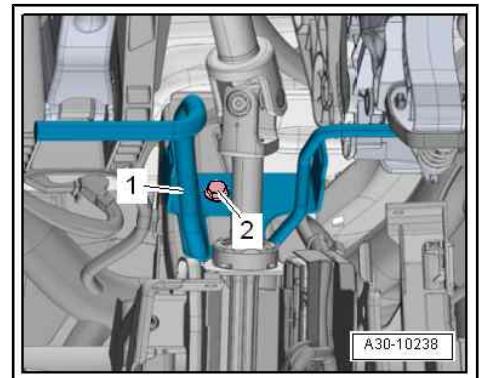
- The bearing shells -arrows- of the bolts -1- are installed.
- Pull the clutch pedal in -direction of arrow A- (⇒ previous figure) into the passenger compartment.



- Insert the bolt -1- into the mount -2- of the carrier.
- Insert the bearing -3- into the mount -4- for the clutch pedal.
- Press the clutch pedal in -direction of arrow B- (⇒ previous figure), until the over-centre helper spring engages in direction of carrier.
- Connect the tappet for master cylinder with the clutch pedal, to do so use the new carrier bolt ⇒ Electronic catalogue of original parts .



- Insert crash strut -1- and tighten screw -2- ⇒ Body Work; Rep. gr. 70 .
- Install data bus diagnostic interface - J533- ⇒ Electrical System; Rep. gr. 97 .
- Install footwell vent driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .





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1.11 Removing and installing clutch pedal (Octavia II, Superb II, Yeti)

Special tools and workshop equipment required

- ◆ Pliers - T10005-
- ◆ Release tool - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.

For vehicles Octavia II

- Remove lower part of the dash panel insert on the driver's side
⇒ Body; Rep. gr. 70 Work.
- Unscrew crash strut -1- in front of the clutch pedal -2-.

For vehicles Superb II

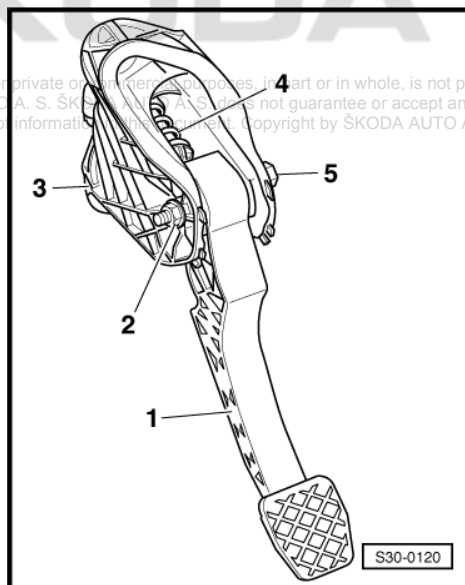
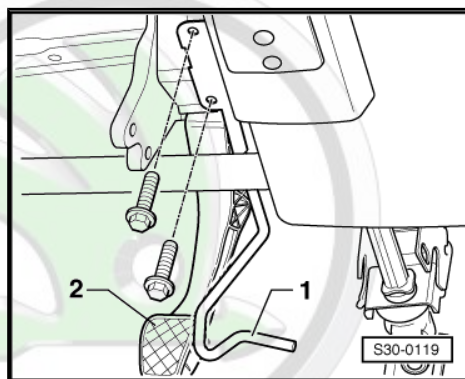
- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .

For vehicles Yeti

- Remove holder for knee airbag with crash strut for clutch pedal
⇒ ["1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal \(Yeti\)", page 36](#) .
- Remove the steering column from the steering gear ⇒ Chassis; Rep. gr. 48 .

For all vehicles

- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.
- Swivel clutch pedal forwards slightly, and remove retractor spring -4- from the bearing bracket.

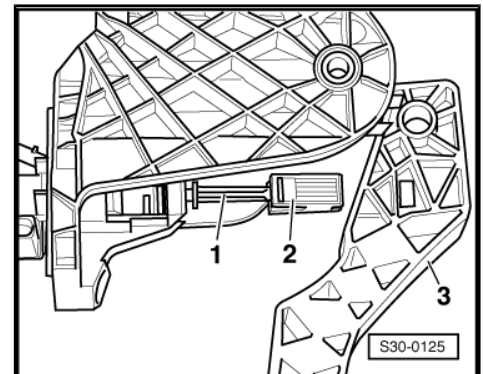
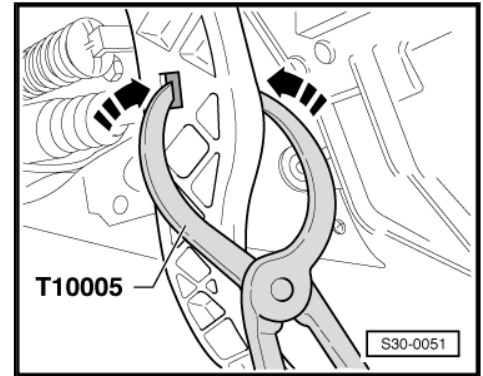


- Release support of actuating rod of master cylinder with the pliers - T10005- .
- Remove clutch pedal.

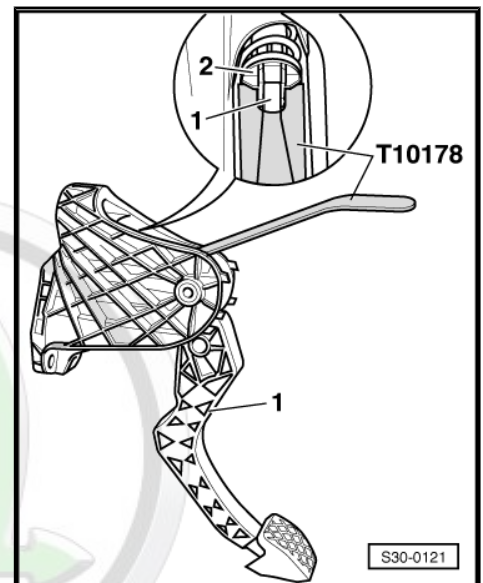
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Mount support -2- to the actuator rod -1- of the master cylinder.
- Press support into the clutch pedal until it audibly clicks into place.



- Insert retractor spring from above into the bearing bracket and while doing so hold the spring end in the fitting position using the release tool - T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal slightly, slide through screw and tighten self-locking nut.



For vehicles Octavia II

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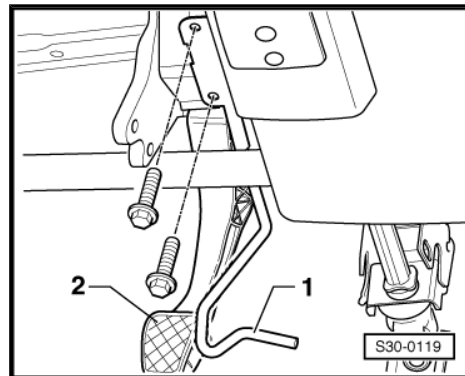
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- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side
⇒ Body Work; Rep. gr. 70 .

For vehicles Superb II

- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .



For vehicles Yeti

- Secure the steering column to the steering gear with a new screw ⇒ Chassis; Rep. gr. 48 .
- Install holder for knee airbag with crash strut for clutch pedal
⇒ [“1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal \(Yeti\)”, page 36](#) .

Tightening torques for vehicles Octavia II and Superb II

Component	Nm
Clutch pedal to bearing bracket	⇒ “1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)”, page 32 Pos. 16
Crash strut to bracket/steering column	9

Tightening torques for vehicles Yeti

Component	Nm
Clutch pedal to bearing bracket	⇒ “1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)”, page 32 Pos. 16
Steering column to steering gear	⇒ Chassis; Rep. gr. 48
Install holder for knee airbag with crash strut for clutch pedal	⇒ “1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal (Yeti)”, page 36

1.12 Removing and installing clutch pedal (Octavia III)

Removing

- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .

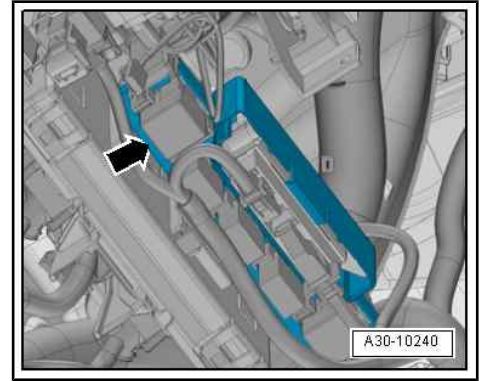
- Remove the mount -arrow- with the parking aid control unit - J446- ➔ Electrical System; Rep. gr. 94 (if installed in the area of the carrier) and push it to the side.

Right-hand drive with Climatronic system

- Removing right temperature flap control motor - V159- ➔ Heating, Air conditioning; Rep. gr. 87 .

Continued for all versions

- Remove return spring from carrier
➔ [“1.7 Removing and installing retractor spring \(Octavia III\)”, page 39](#) , or remove over-centre helper spring from carrier
➔ [“1.10 Removing and installing tension spring and over-centre helper spring \(Octavia III\)”, page 44](#) .

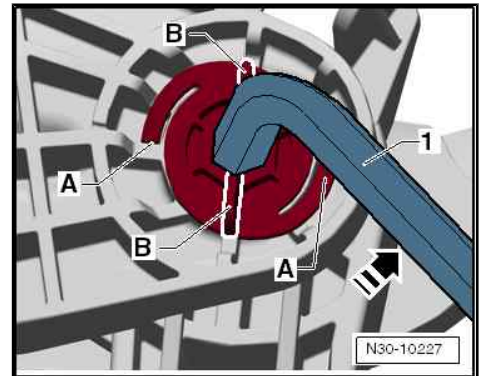


Remove the bearing bolt for the clutch pedal as follows:

- 1- - Socket wrench (SW 14)
- For this purpose, turn the bearing bolt for the clutch pedal towards the left -in direction of arrow-.

The catches -A- are thereby destroyed.

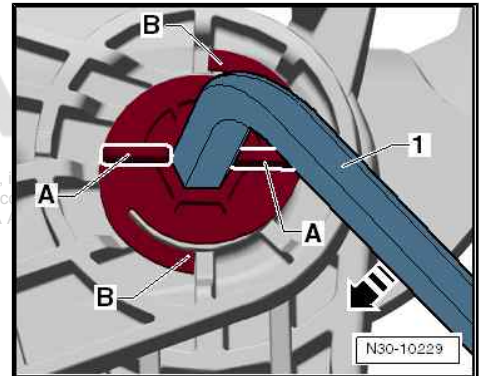
- Then the studs -B- are positioned horizontally.
- Slightly move the clutch pedal in order to pull out the bearing bolt.



Installing

Installation is performed in the reverse order, while paying attention to the following:

- 1- - Socket wrench (SW 14)
- Replace the pin after removing
- Slightly press on the clutch pedal and insert a new bearing bolt
➔ Electronic catalogue of original parts .
- It is important that the bolts -A- are positioned horizontally.
- Turn the bearing bolt to the right in -direction of arrow-.
- The detents -B- must engage audibly.
- Then the bolts -A- are positioned vertically.
- Installing retractor spring at carrier
➔ [“1.7 Removing and installing retractor spring \(Octavia III\)”, page 39](#) , or installing over-centre helper spring at carrier
➔ [“1.10 Removing and installing tension spring and over-centre helper spring \(Octavia III\)”, page 44](#) .



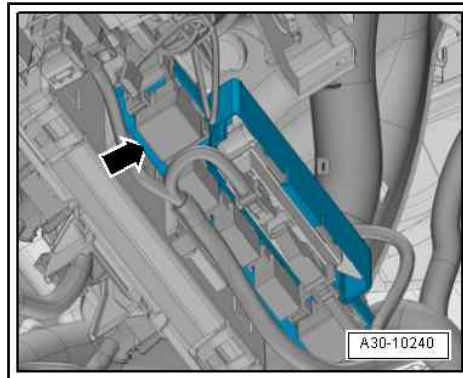
Right-hand drive with Climatronic system

- Installing right temperature flap control motor - V159- ➔ Heating, Air conditioning; Rep. gr. 87 .

Continued for all versions



- If present, install the mount -arrow- with the parking aid control unit - J446- ⇒ Electrical System; Rep. gr. 94 .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



1.13 Removing and installing bearing bracket for clutch pedal (Octavia II)

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-

Removing



Note

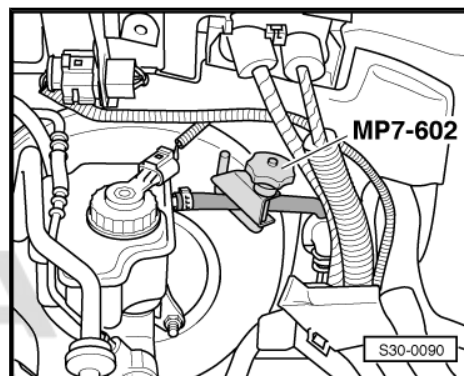
After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



Note

- ◆ *When performing the following work. make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case. these points must be cleaned thoroughly.*
- ◆ *Lay a cloth under the master cylinder.*
- Pinch off return hose to master cylinder with hose clamp - MP7-602 (3094)- (if the return hose is made out of plastic, do not use the hose clamp - MP7-602- , otherwise the return hose can get damaged).



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- Detach return hose -3- at master cylinder (close plastic return hose with a suitable tool. e.g. closing tool - T10249/1- .
- Unlock locking clip -2- with a screwdriver and detach tube-hose line and/or plastic line -1- at master cylinder.
- Unclip clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -4-.

 Note

When working in the footwell, protect the floor covering with cloths from escaping brake fluid.

- Remove lower part of the dash panel insert on the driver's side
⇒ Body; Rep. gr. 70 Work.

- Unscrew crash strut -1- in front of the clutch pedal -2-.

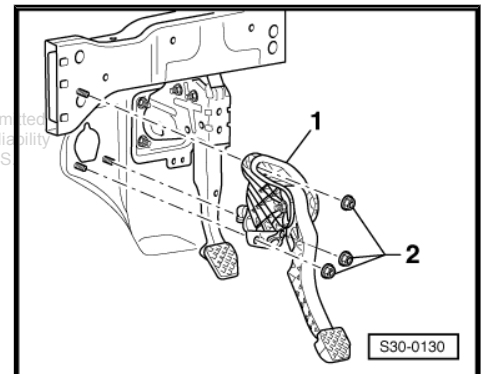
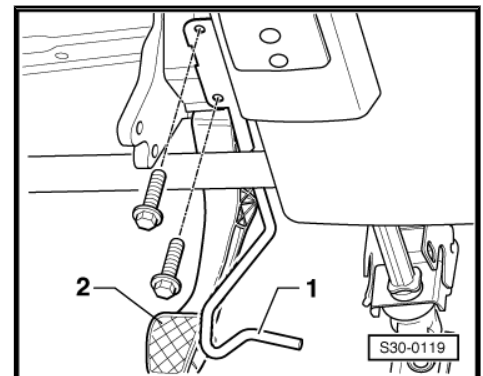
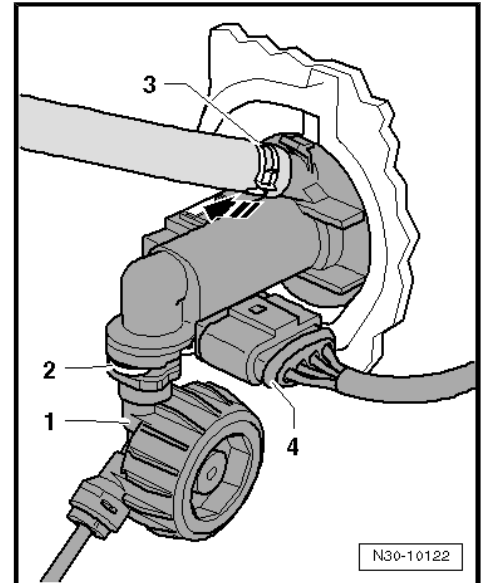
- Unscrew the nuts -2-.
- Remove bracket -1-.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

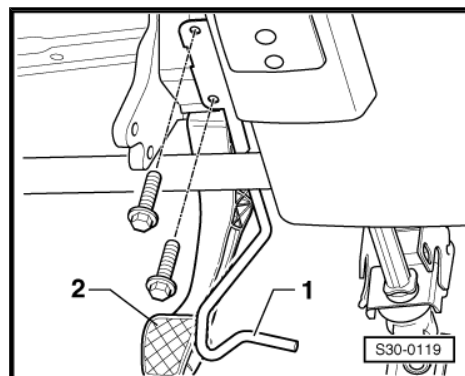
 Note

- ◆ *Replace self-locking nuts.*
- ◆ *Replace damaged gasket rings ⇒ Electronic Catalogue of Original Parts .*
- ◆ *Secure all hose connections with hose clamps which comply with the series design ⇒ Electronic Catalogue of Original Parts .*

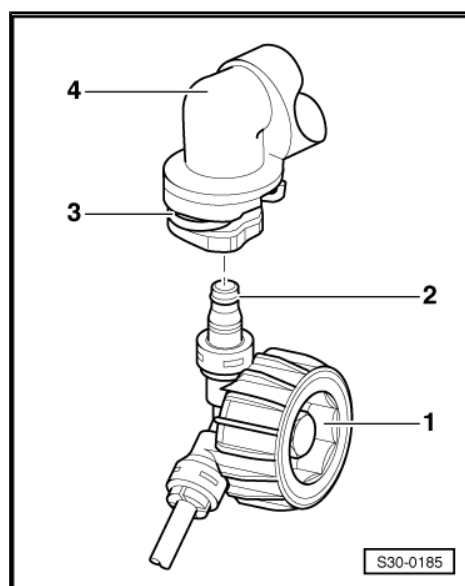




- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side
⇒ Body Work; Rep. gr. 70 .



- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control
⇒ [“1.28 Bleeding the clutch control”, page 77](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

**Note**

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .

Tightening torques

Component	Nm
Clutch pedal to bearing bracket	⇒ “1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)”, page 32 Pos. 16
Crash strut to bracket/steering column	9

1.14 Removing and installing bearing bracket for clutch pedal (Octavia III)

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Closing tool - T10249-

Removing

- Remove the complete air filter housing if the cables for the clutch control are not accessible ⇒ Engine; Rep. gr. 23 if necessary, ⇒ engine; Rep. gr. 24 .
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .

Left-hand drive

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- Remove battery ⇒ Electrical System; Rep. gr. 27 .

Right-hand drive

A heat-protection matting is installed in combination with certain engines. The appearance may differ from the figure.

- Remove heat-protection matting. Pay attention to the positions -1- to -4-.

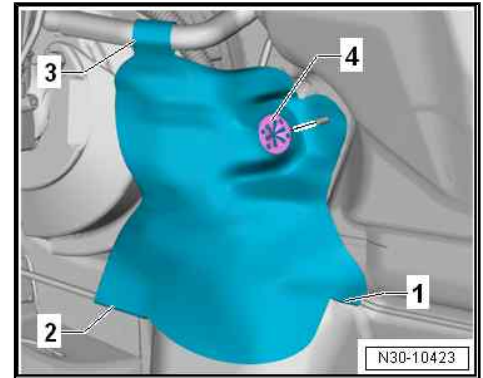
Continued for all versions



Caution

Risk of brake fluid escaping.

- ◆ *During the following work, ensure that no brake fluid lands on longitudinal member or gearbox. If this is the case, clean the affected area thoroughly.*
- ◆ *Lay a lint-free cloth under master cylinder.*

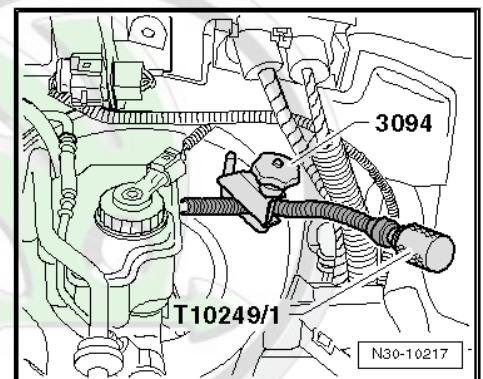
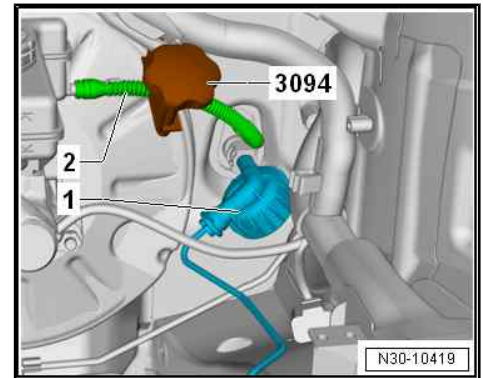


- Disconnect return hose -2- to master cylinder with hose clamp - MP7-602 (3094)- .



Note

- ◆ *If the return hose is clamped off with the hose clamp - MP7-602 (3094)- , it will be permanently deformed.*
- ◆ *Note that the supply hose is not defective.*
- ◆ *After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose back into its initial position.*
- Pull out the clip -3- at the tube-hose line up to the stop and detach the tube-hose line.
- Close the openings.
- Detach the return hose -2- from the master cylinder and close with the sealing tool - T10249/1- .
- Push the driver seat as far as possible towards the rear.
- Push steering wheel as far as possible towards the top, while doing so use the entire adjustment range of the steering column.



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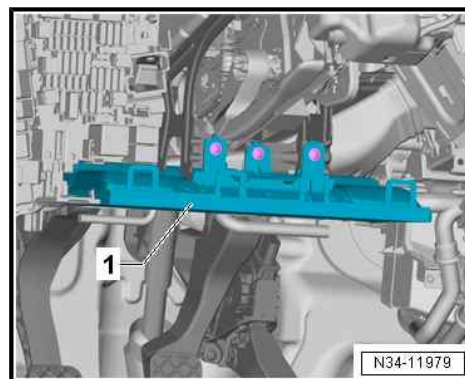


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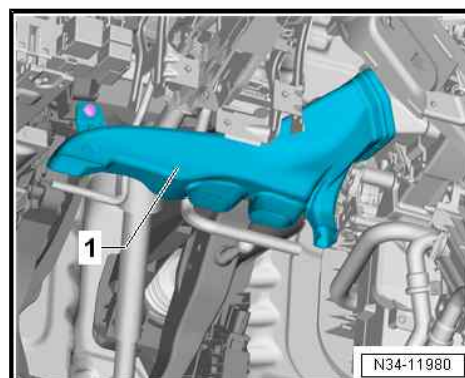
Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

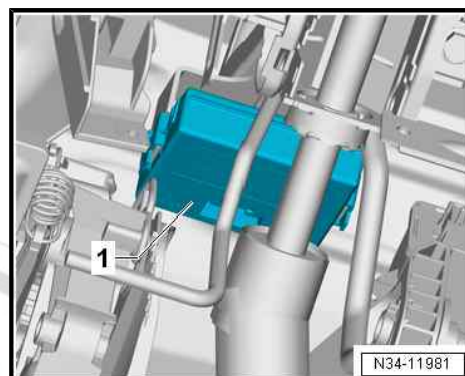
- Remove the knee airbag -1- on the driver's side, if present ⇒ Body Work; Rep. gr. 69 .



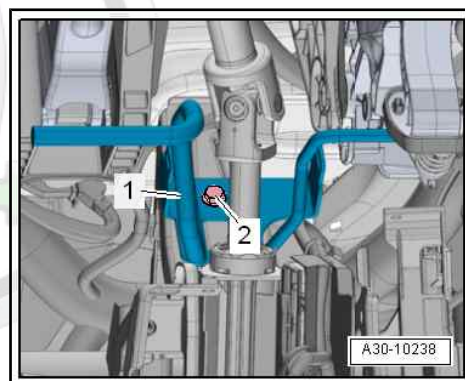
- Remove the footwell vent -1- on the driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87



- Remove data bus diagnostic interface - J533- -1- from bracket ⇒ Electrical System; Rep. gr. 97 and push it to the side.



- Unscrew screw -2-, unhook crash strut -1- and push it to the side.



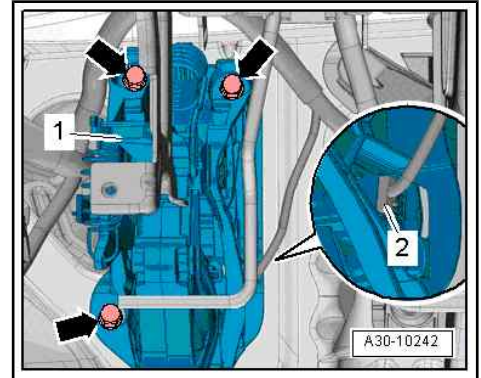
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i Note

When working in the footwell, protect the underbody cover with cloths from escaping brake fluid.

- Disconnect the plug connection -2- at the clutch position sender - G476- .
- Unscrew nuts -arrows- and remove carrier -1-.



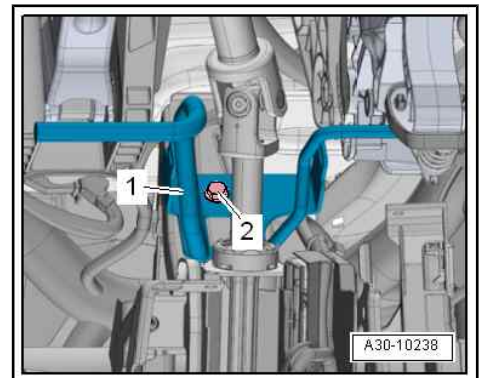
Installing

Installation is performed in the reverse order, while paying attention to the following:

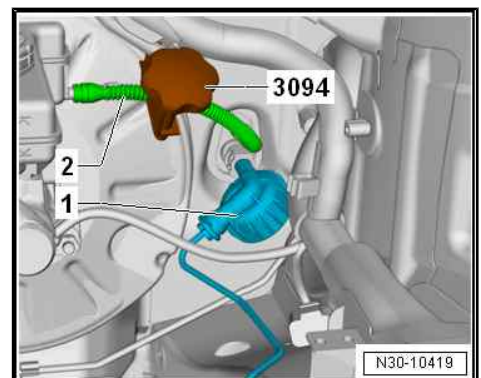
i Note

Replace self-locking nuts each time they are removed.

- Insert crash strut -1- and tighten screw -2- ⇒ Body Work; Rep. gr. 70 .
- Install data bus diagnostic interface - J533- ⇒ Electrical System; Rep. gr. 97 .
- Install footwell vent driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Connect tube-hose line -1- with connector ⇒ Fig. [“Disconnect the cables for the clutch control and connect”](#), page 72 .



- Fit return hose -2- on master cylinder.
- After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose back into its initial position.



Right-hand drive

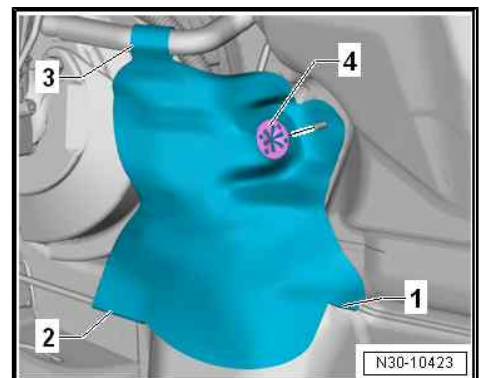
- If present, coil the heat-protection matting in the sequence -1, 2 and 3- around the cable.
- Secure the heat-protection matting with the circlip -4-.

Continued for all versions

- Bleed the clutch control ⇒ [“1.28 Bleeding the clutch control”](#), page 77 .
- Install battery ⇒ Electrical System; Rep. gr. 27 .

Tightening torques

- ♦ Bearing bracket for clutch pedal on front wall ⇒ [“1.3 Summary of components - Foot controls \(Octavia III\)”](#), page 34 .





1.15 Removing and installing bearing bracket for clutch pedal (Superb II)

Special tools and workshop equipment required

- ◆ Pliers - T10005-
- ◆ Closing tool - T10249-

Removing



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27.

- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.



Note

When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.

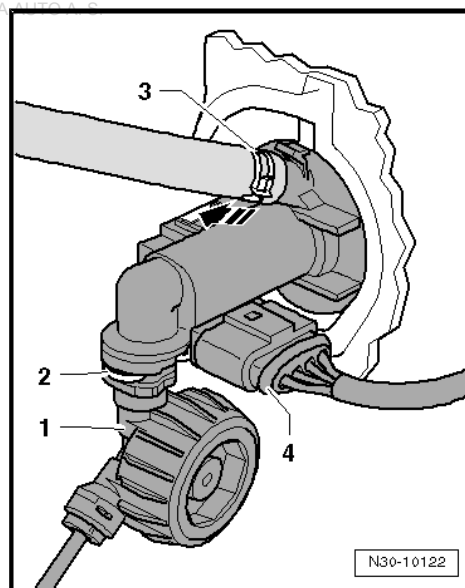
- Detach the plastic return hose -3- at master cylinder and close with a suitable tool e.g. -T10249/1- (do not use hose clamp -MP7-602-. otherwise the return hose -3- can get damaged).
- Unlock locking clip -2- with a screwdriver and detach tube-hose line and/or plastic line -1- at master cylinder.
- Unclip clutch position sender -G476- at master cylinder -arrow- and remove with attached connector -4-.



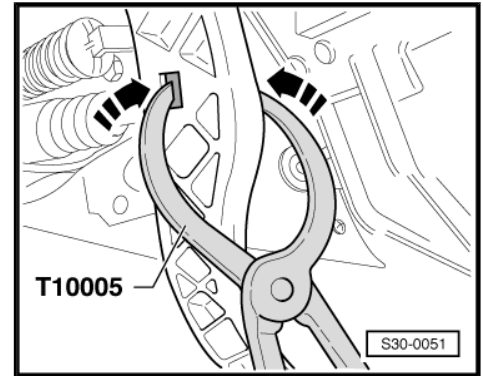
Note

When working in the footwell, protect the floor covering with cloths from escaping brake fluid.

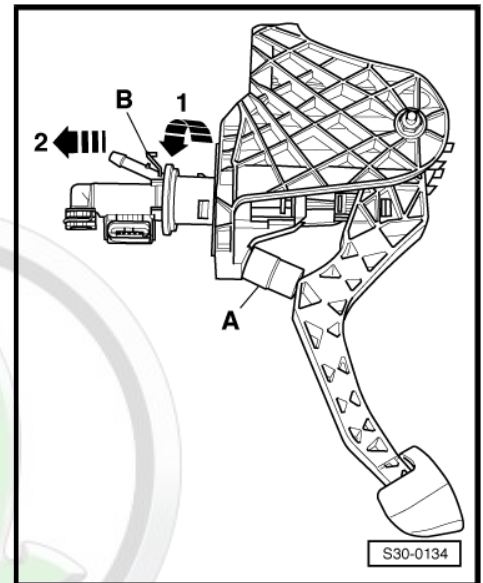
- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70.
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87.
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69.



- Release support of actuating rod of master cylinder with the pliers - T10005- .



- Release pin -B- and pull master cylinder out of bracket -arrow 1- and -arrow 2-.



- Unscrew nuts -2-.
- Remove bracket -1-.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

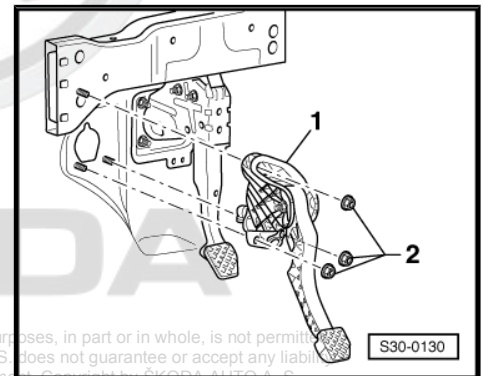


Note

- ◆ *Replace self-locking nuts.*

- ◆ *Replace damaged gasket rings.*

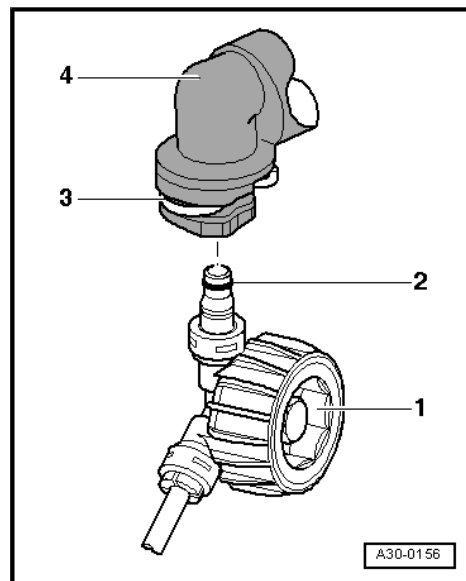
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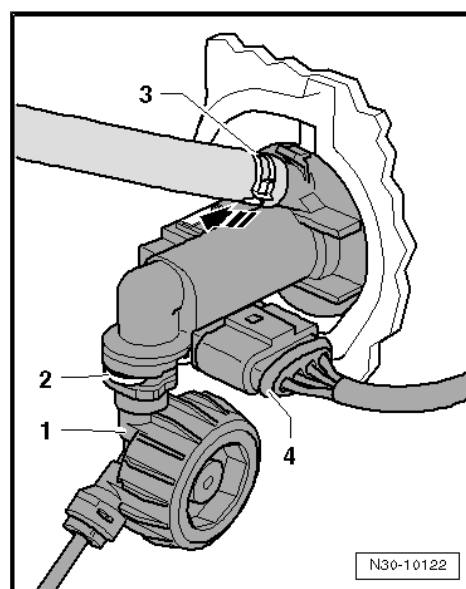
- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .



- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.



- Connect the plastic return hose -3- at the master cylinder and connect the clutch position sender - G476- -4- at the master cylinder.
- Bleed the clutch control
⇒ [“1.28 Bleeding the clutch control”, page 77](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Tightening torques

Component	Nm
Bracket to body	⇒ “1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)”, page 32 Pos. 16

1.16 Removing and installing bearing block for clutch pedal (Yeti)

Removing



Note

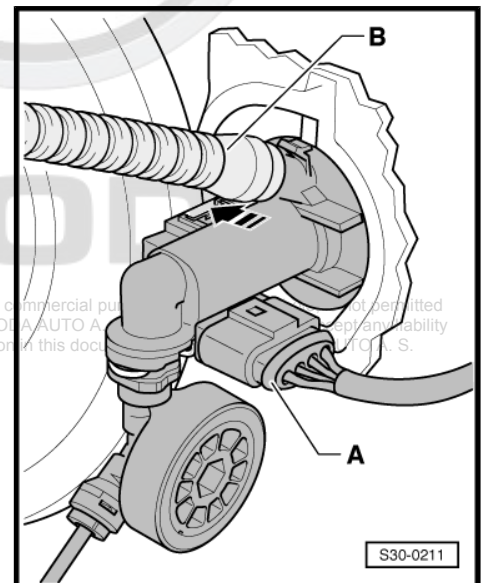
If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .

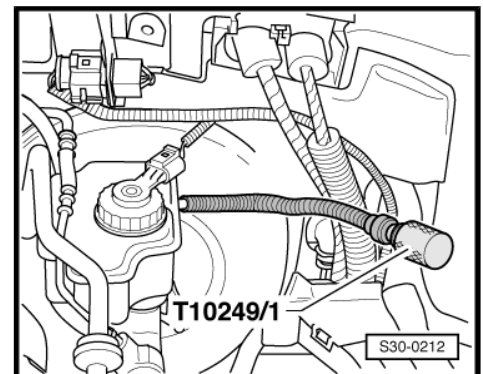
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

 Note

- ◆ *When performing the following work. make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case. these points must be cleaned thoroughly.*
- ◆ *Lay a cloth under the master cylinder.*
- Unclip clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -A-.
- Carefully detach return hose -B- at master cylinder, to do so hold the hose end.



- Subsequently close the return hose e.g. using a closing tool - T10249/1- or with another suitable tool.



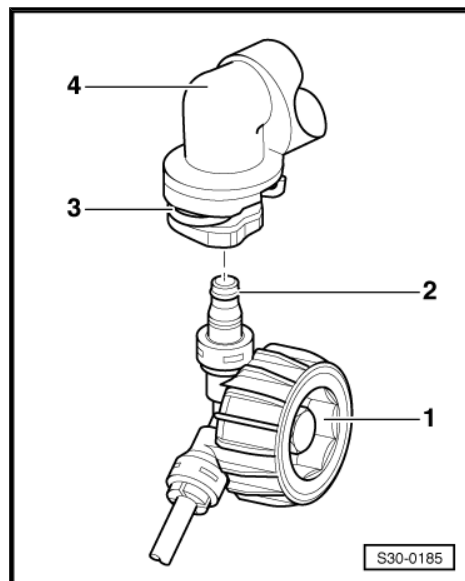


- Unlock locking clip -3- with a screwdriver and detach plastic line -1- with gasket ring -2- from master cylinder -4-.
- Remove holder for knee airbag with crash strut for clutch pedal
⇒ [“1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal \(Yeti\)”](#), page 36 .



Note

When performing work in the footwell, put cloths on the floor covering to protect it from possible brake fluid spills.



- Unscrew the nuts -2-.
- Remove bracket -1-.

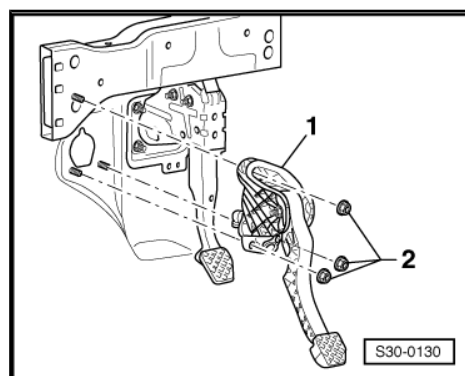
Installing

Installation is carried out in the reverse order. When installing, observe the following:



Note

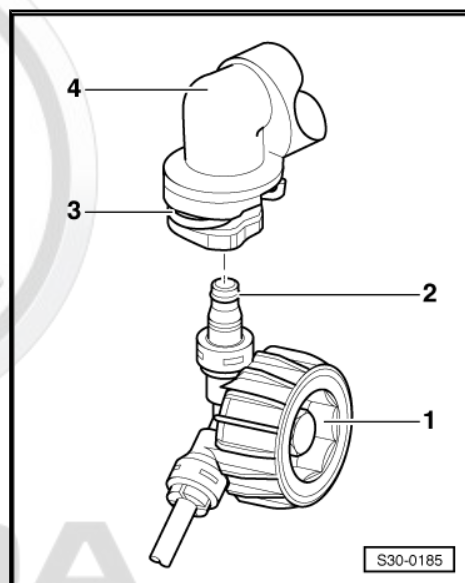
- ◆ Replace self-locking nuts.
- ◆ Replace damaged gasket rings.
- Install holder for knee airbag with crash strut for clutch pedal
⇒ [“1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal \(Yeti\)”](#), page 36 .
- Fit the plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control
⇒ [“1.28 Bleeding the clutch control”](#), page 77 .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .



Tightening torques

Component	Nm
Bracket to body	⇒ "1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)", page 32 Pos. 16
Install holder for knee airbag with crash strut for clutch pedal	⇒ "1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal (Yeti)", page 36

1.17 Removing and installing master cylinder (Octavia II, Superb II, Yeti)

Removing

- Remove bearing bracket.

For vehicles Octavia II

⇒ ["1.13 Removing and installing bearing bracket for clutch pedal \(Octavia II\)", page 50](#) .

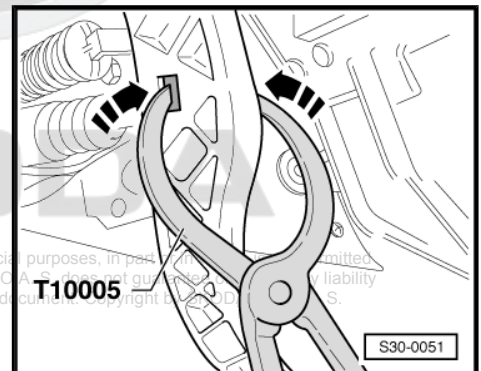
For vehicles Superb II

⇒ ["1.15 Removing and installing bearing bracket for clutch pedal \(Superb II\)", page 56](#)

For vehicles Yeti

⇒ ["1.16 Removing and installing bearing block for clutch pedal \(Yeti\)", page 58](#)

- Release support of actuating rod of master cylinder with the pliers - T10005- .



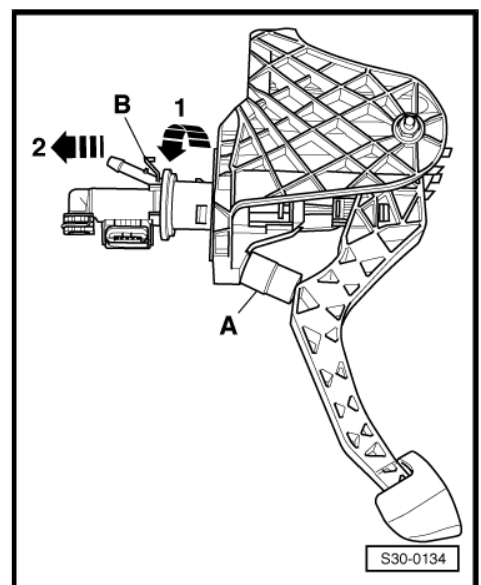
- Place a spacer -A- between clutch pedal and stop and press clutch pedal forwards.

◆ Length of spacer = approx. 40 mm

- Release pin -B- and pull master cylinder out of bracket -arrow 1- and -arrow 2-.

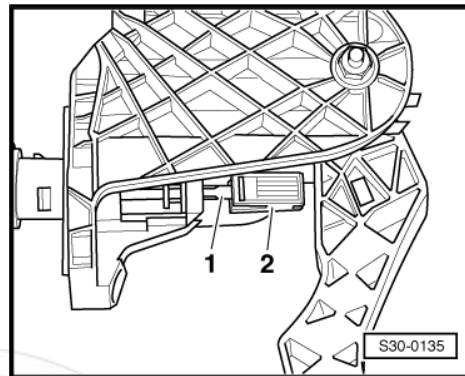
Installing

- Move clutch pedal up to the stop into home position.

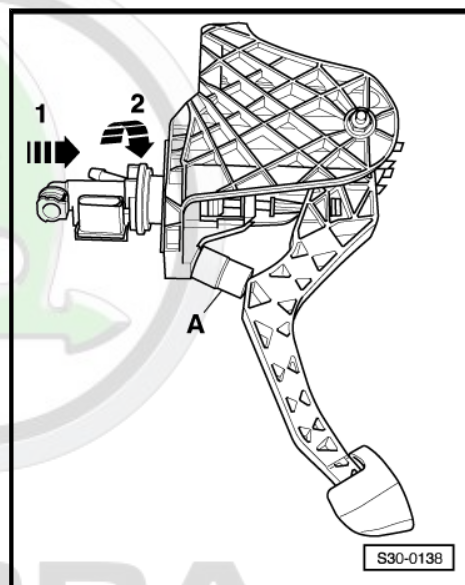




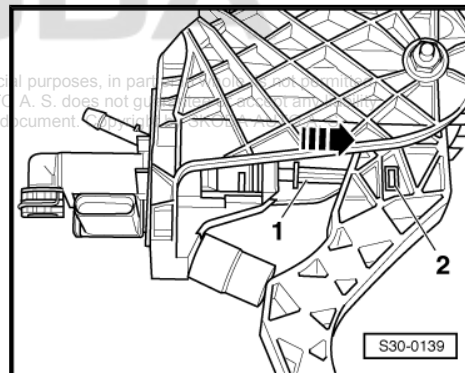
- Mount support -2- to the actuator rod -1- of the master cylinder.



- Place a spacer -A- between clutch pedal and stop and press clutch pedal into operating position.
- ◆ Length of spacer = approx. 40 mm
- Lock master cylinder at bracket -arrow 1- and -arrow 2-.



- Press actuating rod -1- of master cylinder into direction of arrow, until the support -2- locks audibly into the clutch pedal.
- Install bearing bracket.



For vehicles Octavia II

⇒ [“1.13 Removing and installing bearing bracket for clutch pedal \(Octavia II\)”, page 50](#) .

For vehicles Superb II

⇒ [“1.15 Removing and installing bearing bracket for clutch pedal \(Superb II\)”, page 56](#)

For vehicles Yeti

⇒ [“1.16 Removing and installing bearing block for clutch pedal \(Yeti\)”, page 58](#)

1.18 Removing and installing master cylinder (Octavia III)

Removing



Note

- ◆ *Before the master cylinder must be replaced due to a fault, first of all carry out the test in the Targeted fault finding ⇒ Vehicle diagnostic tester.*
- ◆ *When working in the footwell, protect the underbody cover with cloths from escaping brake fluid.*

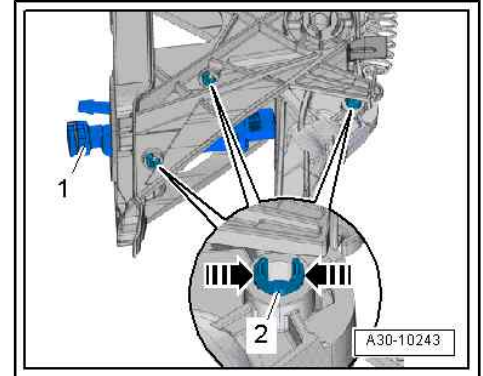
- Remove bearing bracket for clutch pedal
⇒ ["1.14 Removing and installing bearing bracket for clutch pedal \(Octavia III\)", page 52](#) .
- Remove clutch position sender - G476-
⇒ ["1.20 Removing and installing clutch position sender G476 \(Octavia III\)", page 65](#) .
- Unlock catches -arrows- and push out carrier bolt -2-.
- Remove master cylinder -1-.

Installing

Installation is performed in the reverse order, while paying attention to the following:

After removing, replace carrier bolt ⇒ Electronic Catalogue of Original Parts .

- Install bearing bracket for clutch pedal
⇒ ["1.14 Removing and installing bearing bracket for clutch pedal \(Octavia III\)", page 52](#) .
- Install clutch position sender - G476-
⇒ ["1.20 Removing and installing clutch position sender G476 \(Octavia III\)", page 65](#) .



1.19 Removing and installing clutch position sender - G476- (Octavia II)

Removing



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

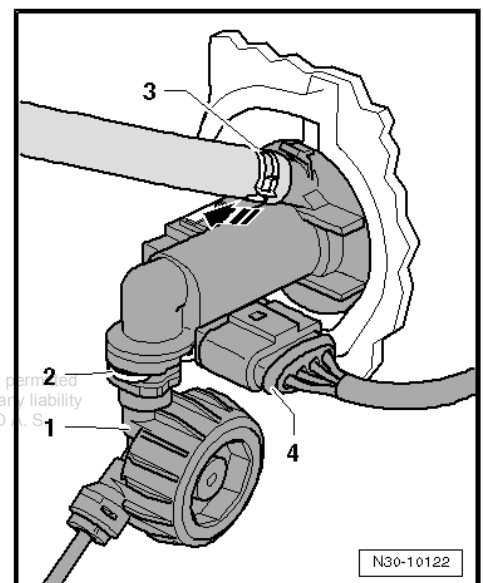
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery, battery cover and battery tray ⇒ Electrical System; Rep. gr. 27 .

If a tube-hose line and/or plastic line -1- is installed with a round component directly below the master cylinder, the tube-hose line and/or plastic line must be removed.



Note

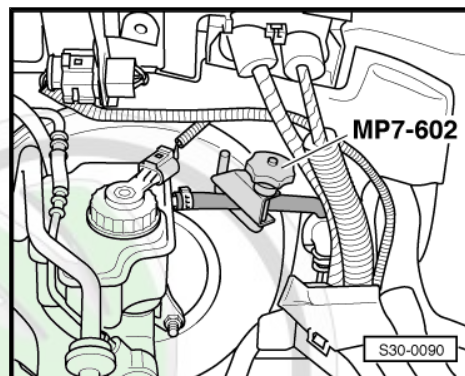
When performing the following work. make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case. these points must be cleaned thoroughly.



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- Pinch off return hose to master cylinder with hose clamp - MP7-602 (3094)- (if the return hose is made out of plastic, do not use the hose clamp - MP7-602- , otherwise the return hose can get damaged).



- Detach return hose -3- at master cylinder (close plastic return hose with a suitable tool. e.g. closing tool - T10249/1- .
- Separate electrical plug connection -4-.
- Clip off clutch position sender - G476- at master cylinder -arrow- and remove.

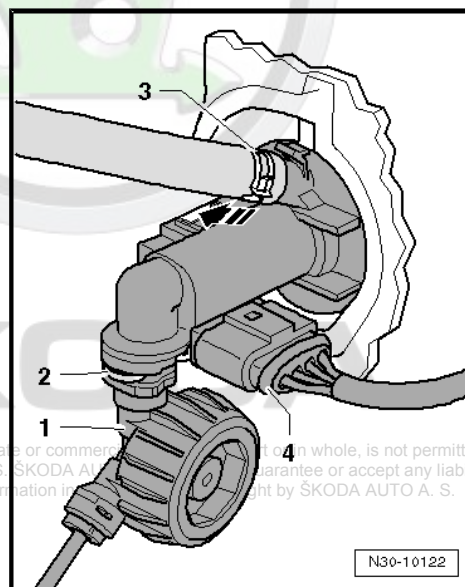
Installing

Installation is carried out in the reverse order. When installing, observe the following:



Note

- ◆ *Replace damaged gasket rings ⇒ Electronic Catalogue of Original Parts .*
- ◆ *Secure all hose connections with hose clamps which comply with the series design ⇒ Electronic Catalogue of Original Parts .*



If the tube-hose line and/or plastic line was removed:

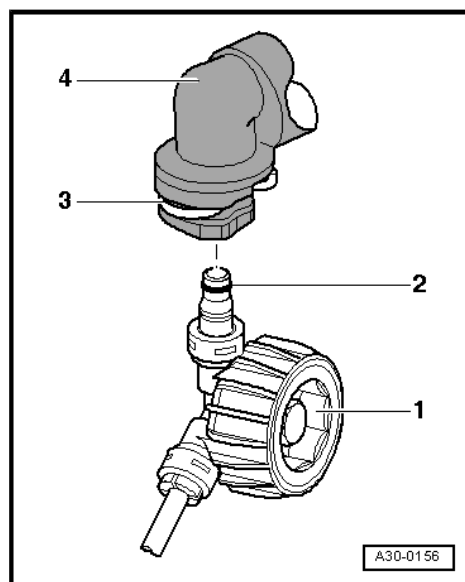
- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control
⇒ ["1.28 Bleeding the clutch control", page 77](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

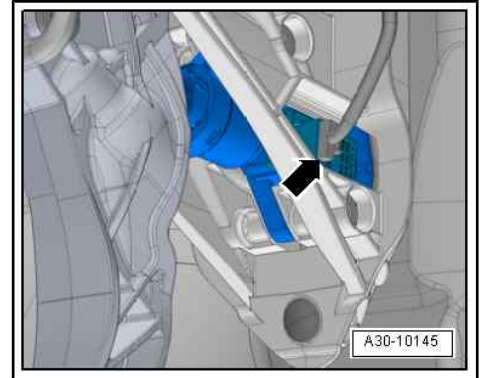
- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .



1.20 Removing and installing clutch position sender - G476- (Octavia III)

Removing

- Push the driver seat as far as possible towards the rear.
- Disconnect the plug connection -arrow- at the clutch position sender - G476- .

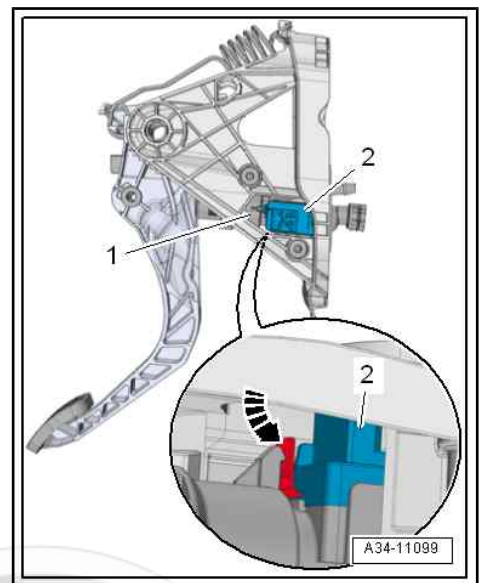


- Unlock catch -arrow- of clutch position sender - G476- -2- at master cylinder -1- and remove.

Installing

Installation is performed in the reverse order, while paying attention to the following:

- The detent -arrow- on the clutch position sender - G476- must be undamaged.
- The clutch position sender - G476- must click audibly into place.



1.21 Removing and installing clutch position sender - G476- (Superb II)

Removing



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery, battery cover and battery tray ⇒ Electrical System; Rep. gr. 27 .

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If the tube-hose line or plastic line -1- is connected with a round component directly below the master cylinder, the tube-hose line or plastic line must then be removed.



Note

When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.

- Remove the plastic return hose -3- at master cylinder and close with a suitable tool (do not use hose clamp - MP7-602- , otherwise the return hose -3- can get damaged).
- Unlock locking clip -2- with a screwdriver and pull out of the master cylinder up to the stop.
- Pull out the tube-hose line and/or plastic line -1- from the master cylinder and close.

All vehicles

- Separate electrical plug connection -4-.
- Clip off clutch position sender - G476- at master cylinder -arrow- and remove.

Installing

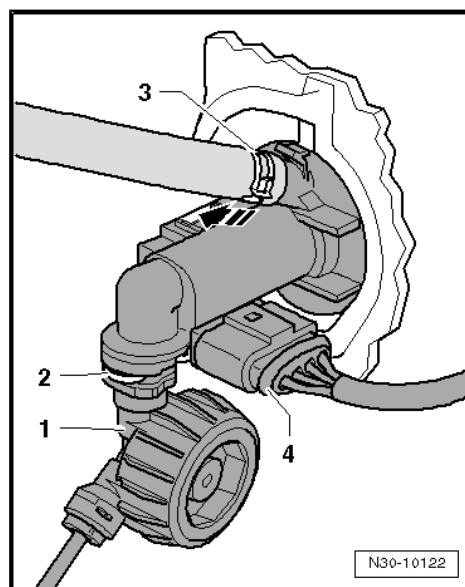
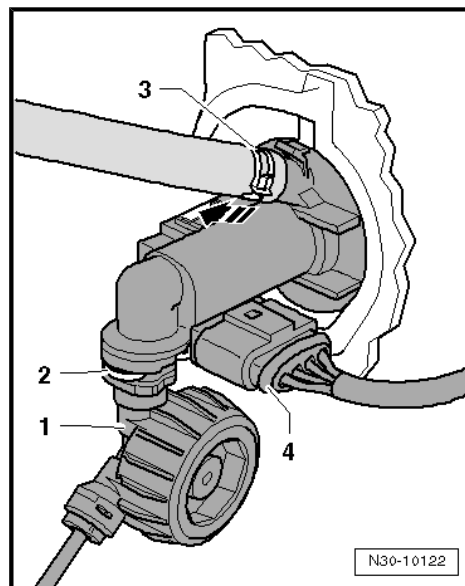
Installation is carried out in the reverse order. When installing, observe the following:



Note

- ◆ Replace damaged gasket rings.
- ◆ Assign all the components via the ⇒ Electronic Catalogue of Original Parts .

If the tube-hose line and/or plastic line was removed:



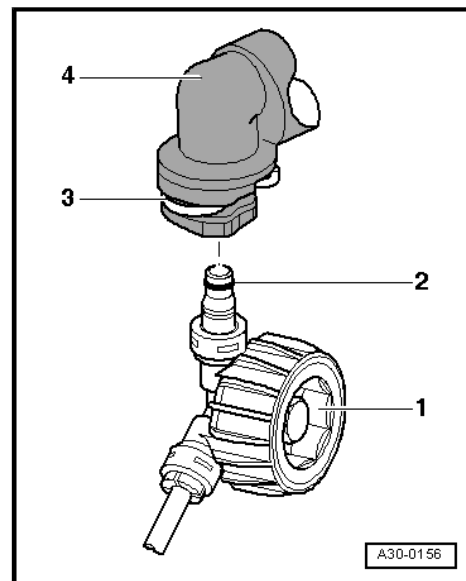
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- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control
⇒ [“1.28 Bleeding the clutch control”, page 77](#) .

All vehicles

- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



1.22 Removing and installing clutch position sender - G476- (Yeti)

Removing



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

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- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery, battery cover and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Unclip clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -A-.
- Disconnect electrical plug connection -A-.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

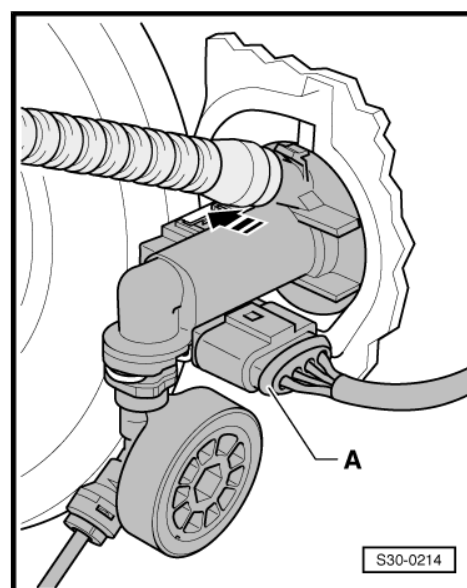
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .



1.23 Summary of components - Hydraulic (Octavia II and Superb II)



1 - Brake fluid reservoir

- ☐ Check for leaks
⇒ ["1.26 Check hydraulic clutch control", page 75](#)

2 - Spring strap clamp

- ☐ not fitted to all vehicles

3 - Supply hose

- ☐ out of rubber
- ☐ as of 12.05 on certain vehicles out of plastic
⇒ [page 70](#)
- ☐ Do not use hose clamp - MP7-602-
- ☐ Check for leaks
⇒ ["1.26 Check hydraulic clutch control", page 75](#)

4 - Master cylinder

- ☐ Removing and installing
⇒ ["1.17 Removing and installing master cylinder \(Octavia II, Superb II, Yeti\)", page 61](#)
- ☐ Check for leaks
⇒ ["1.26 Check hydraulic clutch control", page 75](#)

5 - Clamp

- ☐ to remove and install the tube-hose line and/or plastic line pull out retaining clip up to the stop

6 - Sealing ring/O-ring

- ☐ pull onto line connection
- ☐ insert with brake fluid
- ☐ Sealing rings/O-rings adapted to the material of the line connection ⇒ [page 69](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

7 - Support

- ☐ Removing and installing
⇒ ["1.11 Removing and installing clutch pedal \(Octavia II, Superb II, Yeti\)", page 46](#)

8 - Clutch pedal

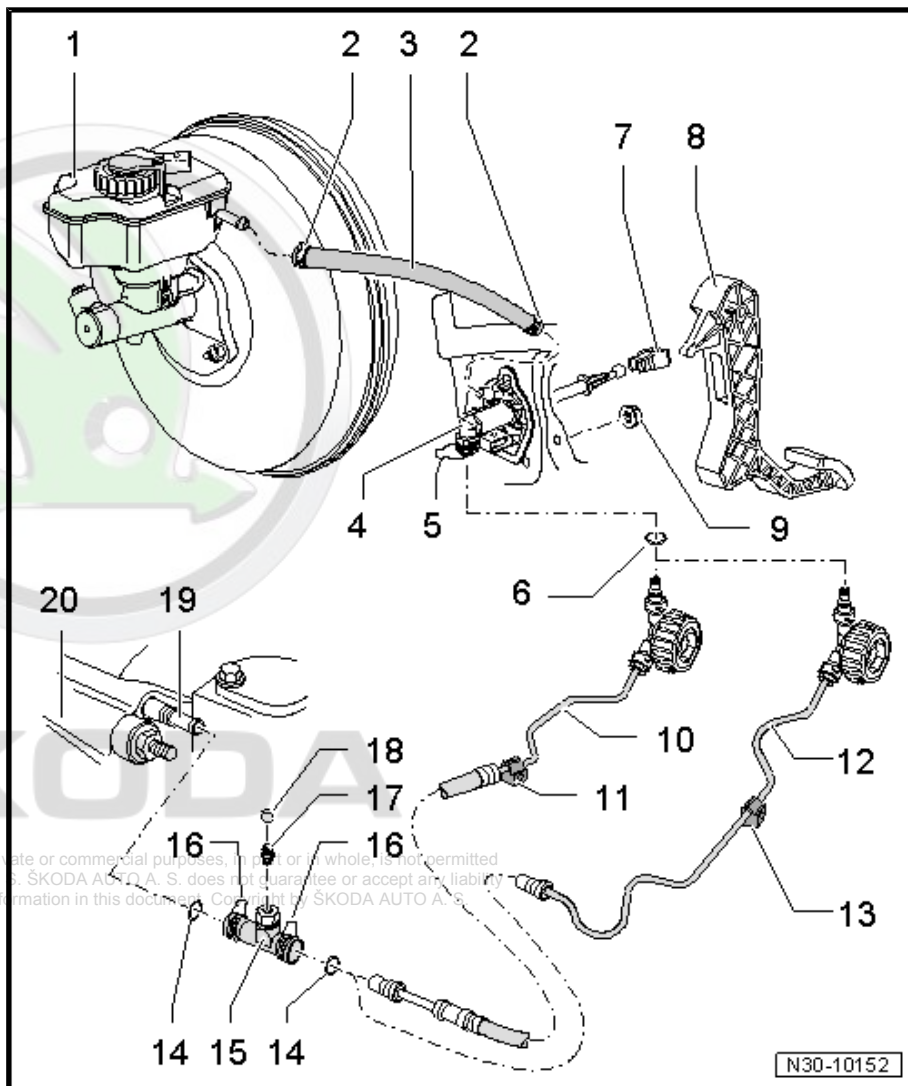
- ☐ Removing and installing
⇒ ["1.11 Removing and installing clutch pedal \(Octavia II, Superb II, Yeti\)", page 46](#)

9 - Nut

- ☐ Qty. 3
- ☐ for bracket on front wall
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm

10 - Tube-hose line

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Remove battery and battery tray for removing ⇒ Electrical System; Rep. gr. 27
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)



11 - Mounting bracket

- ☐ mounted at the structure
- ☐ for tube-hose line Pos. 10
- ☐ Difference between the supports ⇒ [page 70](#)

12 - Plastic line

- ☐ Do not use hose clamp - MP7-602-
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Remove battery and battery tray for removing ⇒ Electrical System; Rep. gr. 27
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

13 - Mounting bracket

- ☐ mounted at the structure
- ☐ for plastic line Pos. 12
- ☐ Difference between the supports ⇒ [page 70](#)

14 - Sealing ring/O-ring

- ☐ pull onto line connection
- ☐ insert with brake fluid
- ☐ Gasket rings and O-rings adapted to the material of the line connection ⇒ [page 69](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

15 - Breather

- ☐ pay attention to different versions. assign via ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

16 - Clamp

- ☐ to remove and install the tube-hose line or plastic line or the breather pull out retaining clip up to the stop

17 - Vent valve

- ☐ Bleeding the clutch control ⇒ ["1.28 Bleeding the clutch control", page 77](#)
- ☐ pay attention to different versions. assign via ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

18 - Dust cap

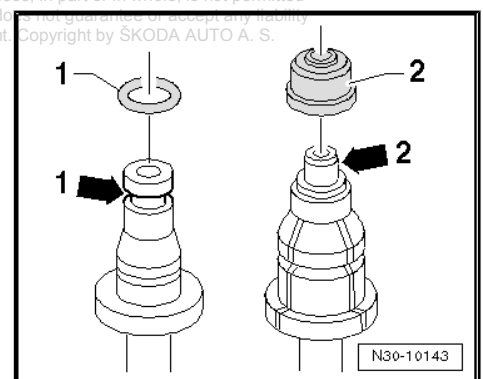
19 - Slave cylinder

- ☐ can only be replaced without removing gearbox
- ☐ Removing and installing
⇒ ["2.3 Remove and install slave cylinder with clutch release bearing", page 82](#)
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

20 - Gearbox

Gasket rings / O-rings for tube-hose lines and/or plastic line

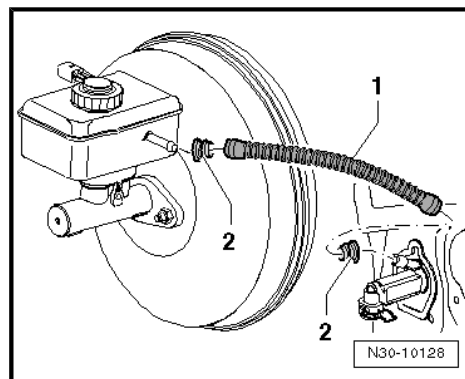
- ◆ -1- Line connection with circular slot -arrow 1-
- ◆ -2- Line connection with collar -arrow 2-





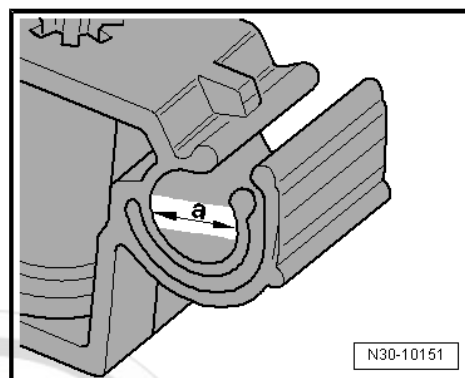
As of 12.05 - return hose -1- in some vehicles is made of plastic

- ◆ Gaskets -2- must be present in the return hose
- ◆ Do not use hose clamp - MP7-602-



Difference between the supports

Dimension "a" (mm)	Version of the line
8	Plastic line
6	Tube-hose lines



1.24 Summary of components - Hydraulics (Octavia III)

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1 - Slave cylinder

- ☐ Removing and installing
⇒ [“2.3 Remove and install slave cylinder with clutch release bearing”, page 82](#)
- ☐ can only be replaced without removing gearbox

2 - Breather

3 - Gasket ring/O-ring

- ☐ replace if damaged
- ☐ fit onto the line connection
- ☐ insert with brake fluid
- ☐ Gasket rings/O-rings are adapted to the version of the line connection ⇒ [page 72](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

4 - Clamp

- ☐ to remove and install the tube-hose line pull out clamp up to the stop

5 - Vent valve

- ☐ Bleeding the clutch control
⇒ [“1.28 Bleeding the clutch control”, page 77](#)
- ☐ 4.5 Nm

6 - Dust cap

7 - Clamp

- ☐ to remove and install the tube-hose line pull out clamp up to the stop

8 - Supply hose

9 - Brake fluid reservoir

10 - Gasket

- ☐ must be located on the return hose

11 - Master cylinder

- ☐ Removing and installing ⇒ [“1.18 Removing and installing master cylinder \(Octavia III\)”, page 62](#)

12 - Clamp

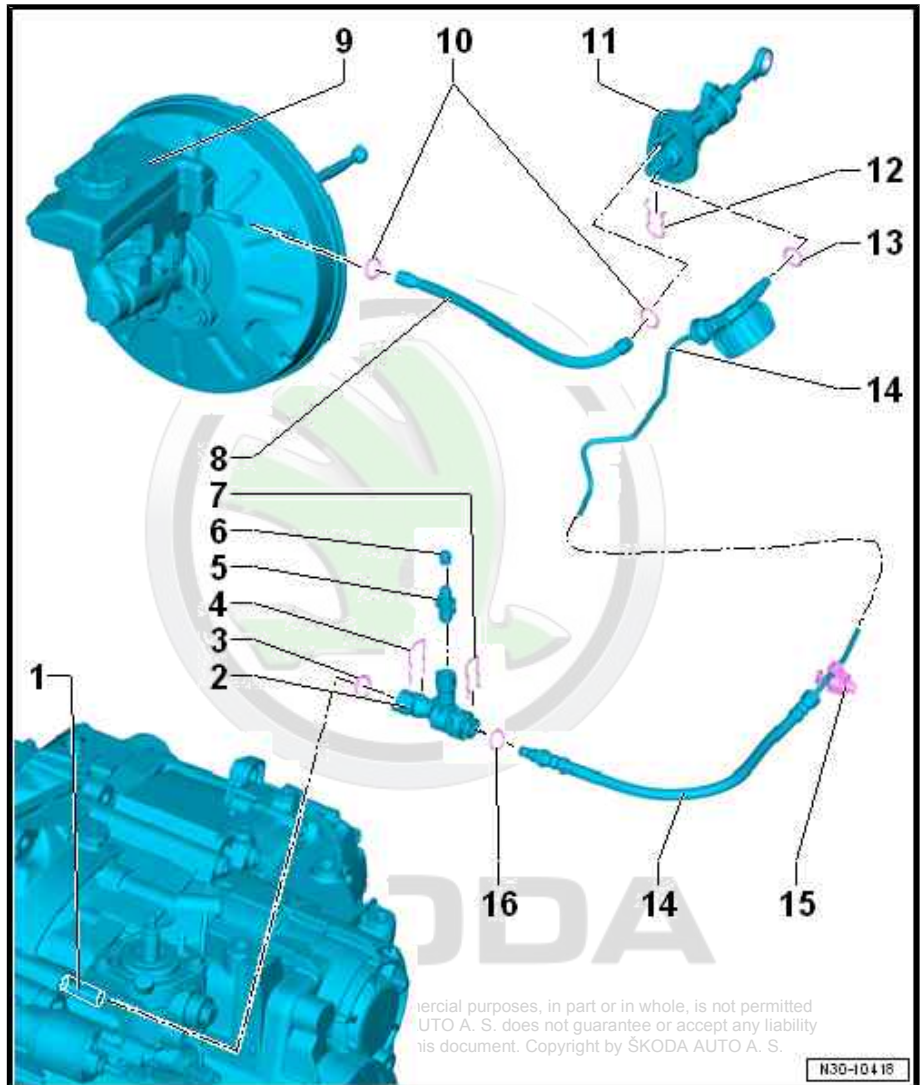
- ☐ to remove and install the tube-hose line pull out clamp up to the stop

13 - Gasket ring/O-ring

- ☐ replace if damaged
- ☐ fit onto the line connection
- ☐ insert with brake fluid
- ☐ Gasket rings/O-rings are adapted to the version of the line connection ⇒ [page 72](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

14 - Tube-hose line

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts





- ☐ with frequency modulator (not fitted to all vehicles)
- ☐ Removing and installing
⇒ ["1.27 Removing and installing cables for clutch control \(Octavia III\)", page 76](#)

15 - Mounting bracket

- ☐ for tube-hose line

16 - Gasket ring/O-ring

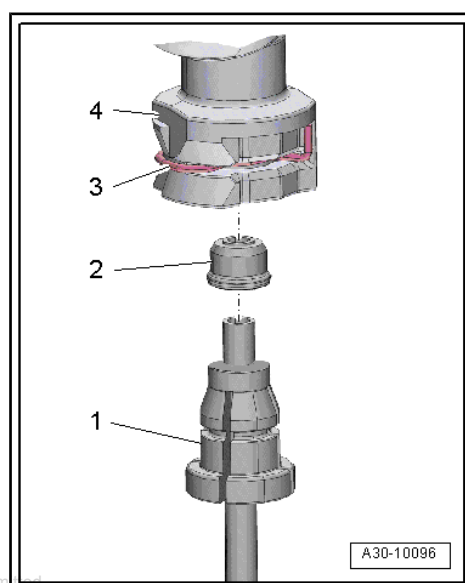
- ☐ replace if damaged
- ☐ pull onto line connection
- ☐ insert with brake fluid
- ☐ Gasket rings/O-rings are adapted to the version of the line connection ⇒ [page 72](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

Disconnect the cables for the clutch control and connect**Disconnect**

- Unlock the clip -3- with a screwdriver and disconnect the tube-hose line -1- from the connection -4-.

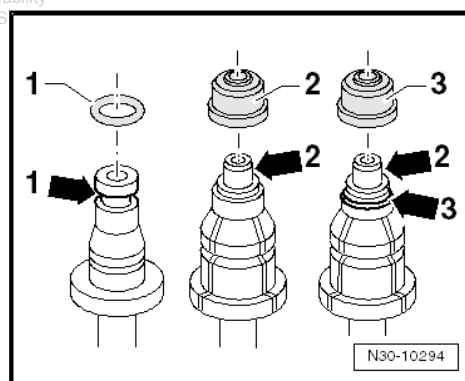
Connect**Note**

- ♦ *An O-ring can also be installed instead of the gasket ring -2- ⇒ [page 72](#).*
- ♦ *Replace damaged gasket ring -2-.*
- Push in the tube-hose line -1- at the connection -4- until the clip -3- locks audibly into place.
- For testing pull on the tube-hose line.

**Gasket rings/O-rings for tube-hose lines and/or pipes**

Pos.	Material of line connection
1	Line connection with circumferential groove -arrow 1-
2	Line connection with shoulder -arrow 2-
3	Line connection with shoulder -arrow 2- and circumferential groove -arrow 3-

- In case of a line connection with round slot -arrow 1- and -arrow 3-, a gasket ring/O-ring must be inserted.



1.25 Summary of components - Hydraulic (Yeti)

1 - Brake fluid reservoir

- ☐ Check for leaks
⇒ ["1.26 Check hydraulic clutch control", page 75](#)

2 - Supply hose

- ☐ out of plastic
⇒ [page 75](#)
- ☐ Do not use hose clamp - MP7-602-
- ☐ Check for leaks
⇒ ["1.26 Check hydraulic clutch control", page 75](#)

3 - Master cylinder

- ☐ Removing and installing
⇒ ["1.17 Removing and installing master cylinder \(Octavia II, Superb II, Yeti\)", page 61](#)
- ☐ Check for leaks
⇒ ["1.26 Check hydraulic clutch control", page 75](#)

4 - Clamp

- ☐ to remove and install the plastic line, pull out the retaining clip up to the stop

5 - Sealing ring/O-ring

- ☐ pull onto line connection
- ☐ insert with brake fluid
- ☐ Sealing rings/O-rings adapted to the material of the line connection
⇒ [page 74](#)

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

6 - Support

- ☐ Removing and installing
⇒ ["1.11 Removing and installing clutch pedal \(Octavia II, Superb II, Yeti\)", page 46](#)

7 - Clutch pedal

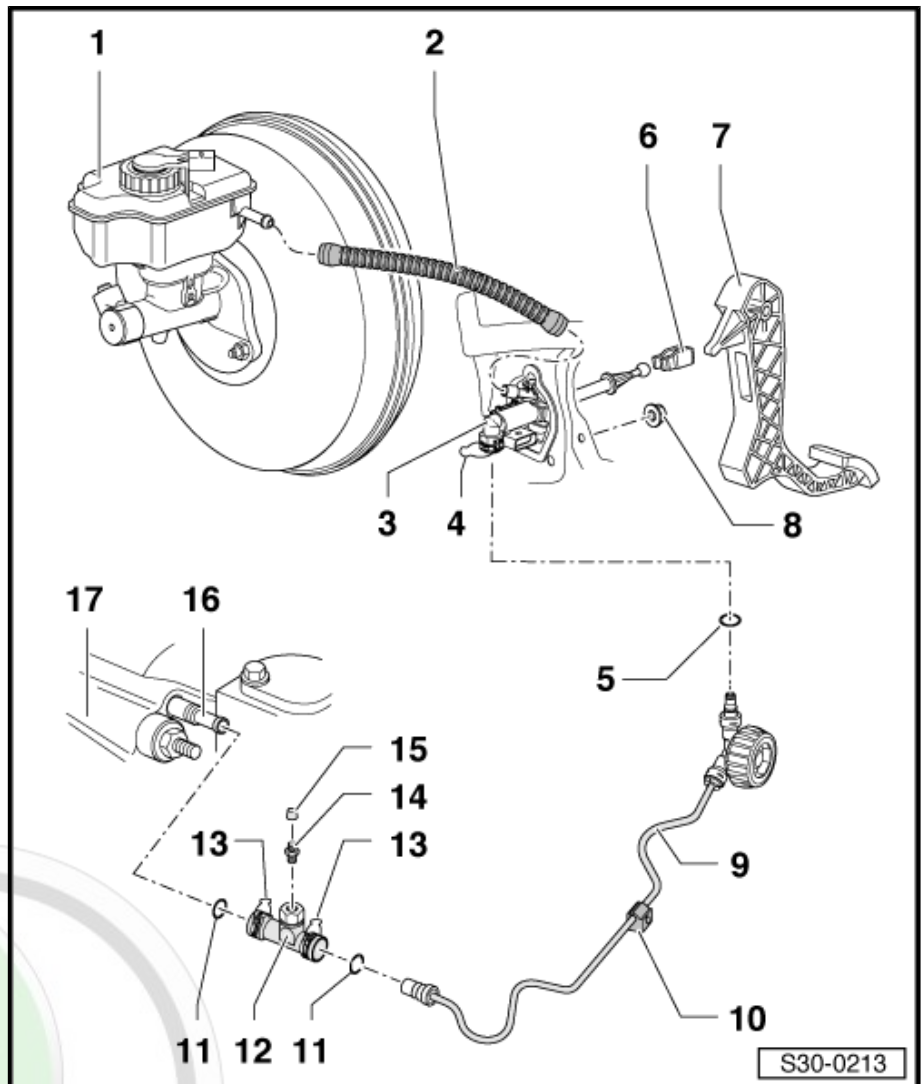
- ☐ Removing and installing
⇒ ["1.11 Removing and installing clutch pedal \(Octavia II, Superb II, Yeti\)", page 46](#)

8 - Nut

- ☐ Qty. 3
- ☐ for bracket on front wall
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm

9 - Plastic line

- ☐ Do not use hose clamp - MP7-602-
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts





- ☐ Remove battery and battery tray for removing ⇒ Electrical System; Rep. gr. 27
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

10 - Mounting bracket

- ☐ mounted at the structure
- ☐ for plastic line Pos. 9

11 - Sealing ring/O-ring

- ☐ replace if damaged
- ☐ pull onto line connection
- ☐ insert with brake fluid
- ☐ Sealing rings/O-rings adapted to the material of the line connection ⇒ [page 74](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

12 - Breather

- ☐ pay attention to different versions. assign via ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

13 - Clamp

- ☐ to remove and install the plastic line or the breather, pull out the retaining clip up to the stop

14 - Vent valve

- ☐ Bleeding the clutch control ⇒ ["1.28 Bleeding the clutch control", page 77](#)
- ☐ pay attention to different versions. assign via ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

15 - Dust cap

16 - Slave cylinder

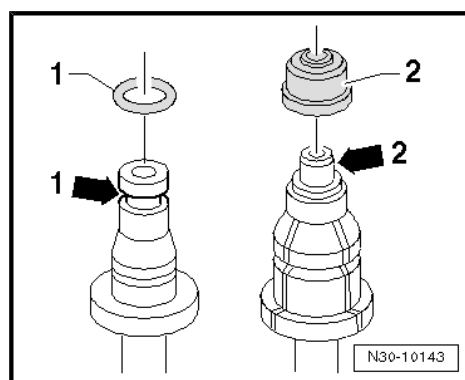
- ☐ can only be replaced without removing gearbox
- ☐ Removing and installing
⇒ ["2.3 Remove and install slave cylinder with clutch release bearing", page 82](#)
- ☐ Check for leaks ⇒ ["1.26 Check hydraulic clutch control", page 75](#)

17 - Gearbox

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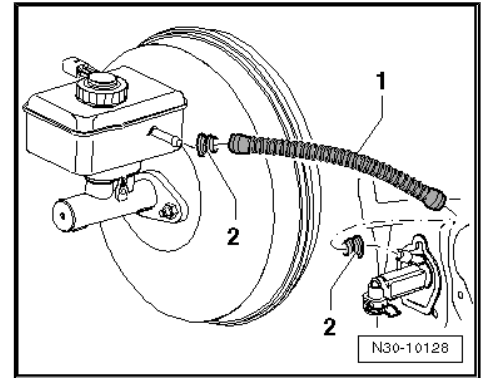
Gasket rings/O-rings for plastic line

- ◆ -1- Line connection with circular slot -arrow 1-
- ◆ -2- Line connection with collar -arrow 2-



Plastic return hose -1-

- ◆ Gaskets -2- must be present in the return hose
- ◆ Do not use hose clamp - MP7-602-



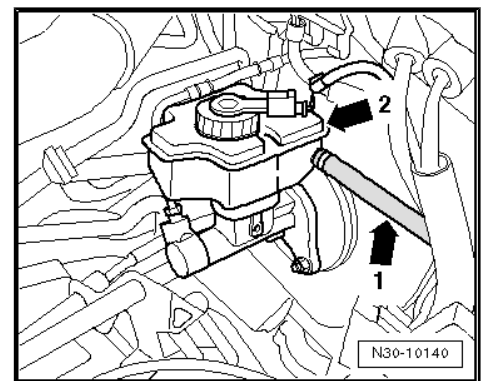
1.26 Check hydraulic clutch control

- The brake pedal return must not be obstructed by moved or additional covers (floor coverings).
- First of all check the brake fluid level in the brake fluid reservoir.



Note

- ◆ The clutch hydraulic is connected to one of the chambers -arrow 2- of the brake fluid reservoir by the return hose -arrow 1-.
- ◆ If there is little or no brake fluid in this chamber, there is a leak in the system.
- ◆ If necessary, bleed the clutch control
⇒ ["1.28 Bleeding the clutch control", page 77](#).

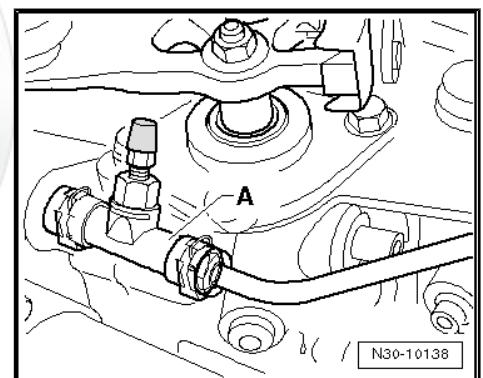


- Subsequently check the following components of the hydraulic clutch control for external leak:
- ◆ Return hose between brake fluid reservoir and master cylinder
- ◆ Master cylinder
- ◆ Tube-hose line or plastic line between master and slave cylinder
- ◆ Connection points (plug and screw connections) also in a non-visible area
- ◆ Bleeder -A- (slave cylinder is located in the clutch housing)



Note

- ◆ Symptoms of an external leak are, amongst others, traces of brake fluid below the gearbox or on the noise insulation under the gearbox.
- ◆ Check the correct routing of the plastic line between the master and slave cylinder. The line must not be kinked or trapped.



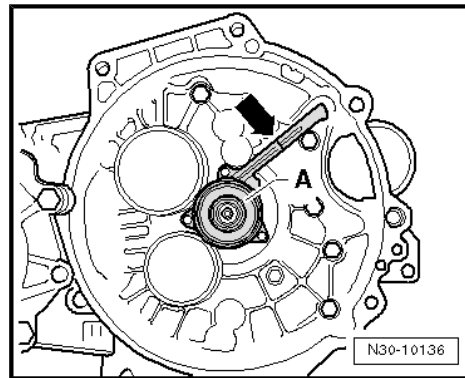
- Subsequently depress the clutch pedal carefully, at the same time hold the foot controls in five different positions for approx. 20 seconds over the entire distance the pedal has to travel. While doing so, a second person must check if fluid is leaking from the components of the hydraulic clutch control
⇒ [page 75](#). At the same time the first person must check if the clutch pedal falls through on its own while being held.



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- If necessary remove gearbox. Remove slave cylinder -A- and check for brake fluid leak.

Observe that the supply line -arrow- can be separated on certain slave cylinders -A-.



1.27 Removing and installing cables for clutch control (Octavia III)

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-

Removing

- Remove the complete air filter housing if the cables for the clutch control are not accessible ⇒ Engine; Rep. gr. 23 if necessary, ⇒ engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

Right-hand drive

A heat-protection matting is installed in combination with certain engines. The appearance may differ from the figure.

- Remove heat-protection matting. Pay attention to the positions -1- to -4-.

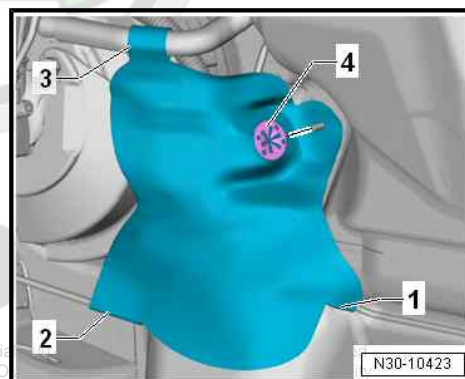
Continued for all versions



Caution

Risk of brake fluid escaping.

- ◆ ***During the following work, ensure that no brake fluid lands on longitudinal member or gearbox. If this is the case, clean the affected area thoroughly.***
- ◆ ***Lay a lint-free cloth under master cylinder.***



- Disconnect return hose -2- to master cylinder with hose clamp - MP7-602 (3094)- .

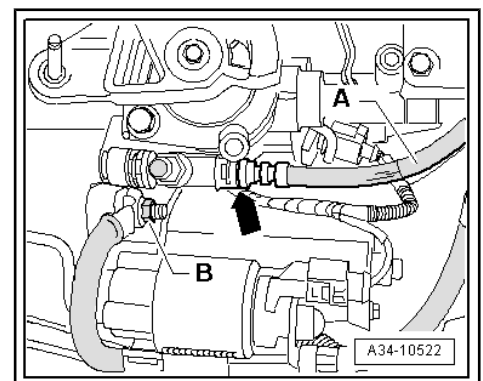
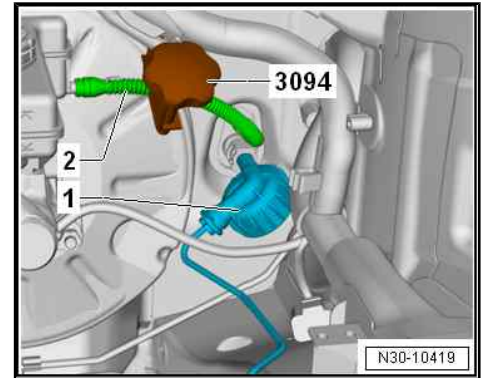
i Note

- ◆ *If the return hose is clamped off with the hose clamp - MP7-602 (3094)- , it will be permanently deformed.*
- ◆ *Note that the supply hose is not defective.*
- ◆ *After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose back into its initial position.*
- Pull the clip at the tube-hose line out of the master cylinder up to the stop and detach the tube-hose line.
- Close the openings.
- Pull out the clip -arrow- up to the stop and detach the tube-hose line -A- from the breather.
- Close the openings.

i Note

Ignore -arrows-.

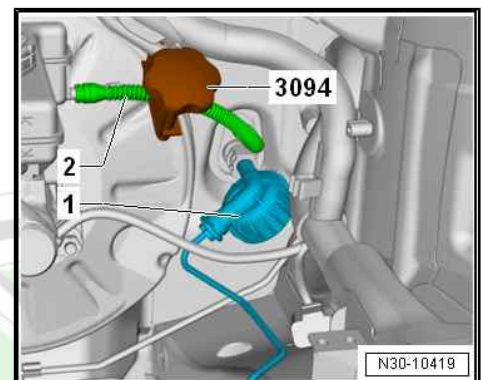
- Close the open lines and connections, if necessary with a clean plug from the plug set for engine - VAS 6122- .
- Loosen tube-hose line and remove.



Installing

Installation is performed in the reverse order, while paying attention to the following:

- Connect the tube-hose line -1- with connectors at the master cylinder and at the slave cylinder.
- For checking, pull on the line.
- After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose -2- back into its initial position.

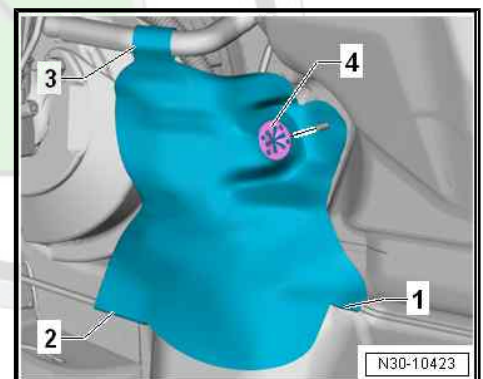


Right-hand drive

- If present, coil the heat-protection matting in the sequence -1, 2 and 3- around the cable.
- Secure the heat-protection matting with the circlip -4-.

Continued for all versions

- Bleed the clutch control
⇒ ["1.28 Bleeding the clutch control", page 77](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .



1.28 Bleeding the clutch control

Special tools and workshop equipment required

- ◆ Brake filling and bleeding device , e. g. -VAS 5234-



Note

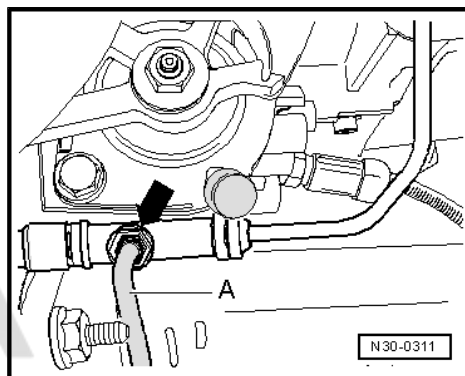
Pre-filling of the system is not necessary!

Brake fluid specification ⇒ brake systems; Rep. gr. 00 .

- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Connect the brake filling and bleeding device .

To bleed use bleeder hose -A-.

- Then connect ventilation hose with the drip bottle of the brake bleeding device.
- Fit the bleeder hose -A- onto the vent valve -arrow-.
- Activate system with a pressure of 0.2 MPa (2 bar).
- Open vent valve.



Note

On certain vehicles the vent valve can be opened by hand. To do so, turn the bleeder valve 180° anti-clockwise to the stop.

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- Allow approx. 100 cm³ of brake fluid to flow out.
- Close vent valve.
- Activate foot controls forcefully from stop to stop between 10 and 15 times.
- Open vent valve.
- Allow approx. 50 cm³ more brake fluid to flow out.
- Close vent valve.
- After completing the bleeding procedure, press the clutch pedal repeatedly.
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

2 Repairing the clutch release mechanism

⇒ ["2.1 Summary of components - Front-wheel-drive", page 79](#)

⇒ ["2.2 Summary of components - Four-wheel drive", page 80](#)

⇒ ["2.3 Remove and install slave cylinder with clutch release bearing", page 82](#)

⇒ ["2.4 Replacing input shaft sealing ring", page 84](#)

2.1 Summary of components - Front-wheel-drive

1 - Gearbox

2 - Input shaft seal

- ☐ Replace
⇒ ["2.4 Replacing input shaft sealing ring", page 84](#)

3 - Slave cylinder with release bearing

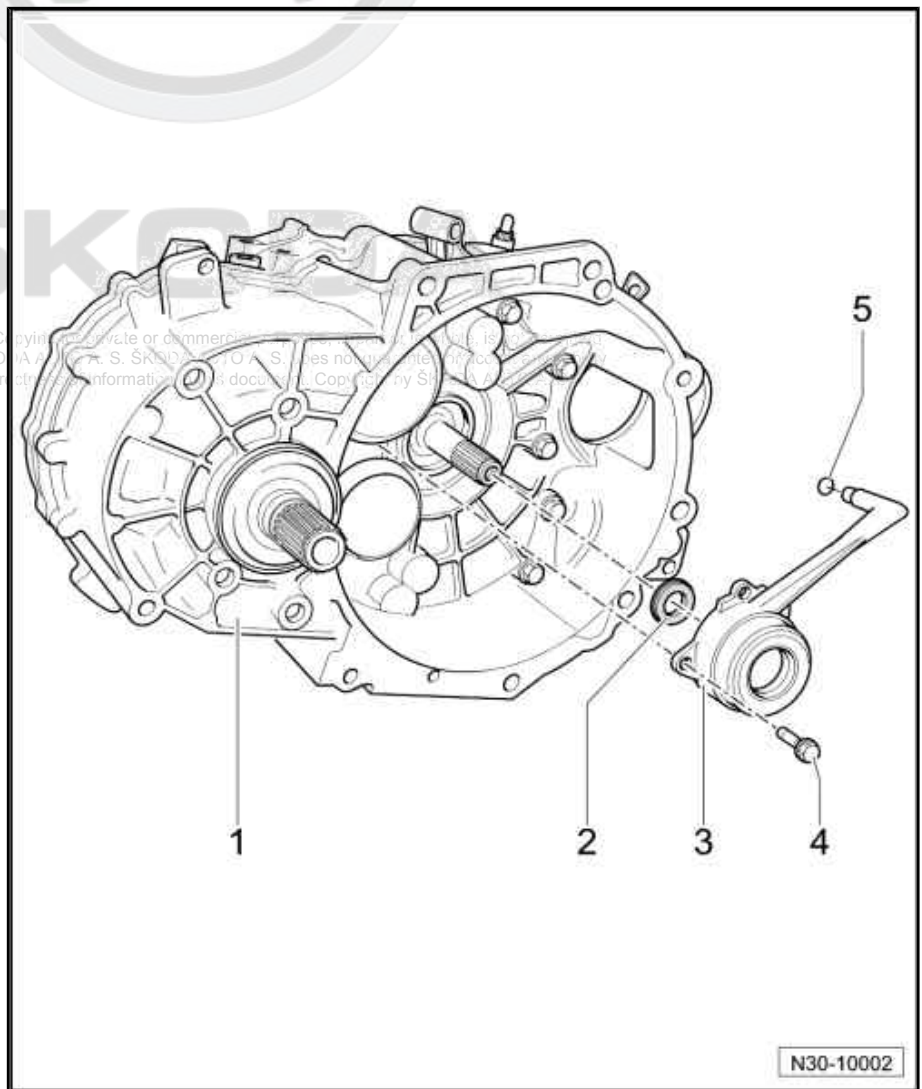
- ☐ form one unit, can only be replaced together
- ☐ Do not wash out bearing; wipe only
- ☐ replace noisy bearings together with slave cylinder
- ☐ on certain slave cylinders separated supply line ⇒ [page 80](#)
- ☐ as of 06/2011, release bearing with additional plastic washer ⇒ [page 80](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing ⇒ ["2.3 Remove and install slave cylinder with clutch release bearing", page 82](#)

4 - Screw

- ☐ With metal holding cylinder: 12 Nm (no locking agent)
- ☐ With plastic cylinder: 15 Nm (with locking agent)
- ☐ Qty. 3
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ carefully tighten in small stages crosswise so that the screw-down eyes of the slave cylinder do not break off

5 - O-ring

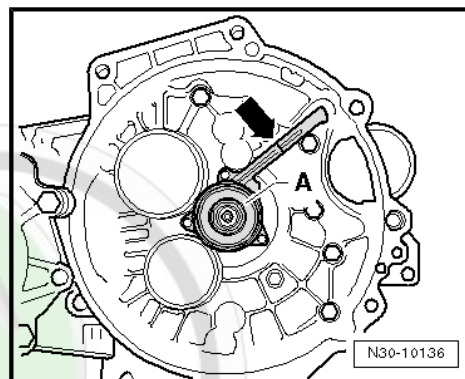
- ☐ pull onto line connection
- ☐ insert with brake fluid





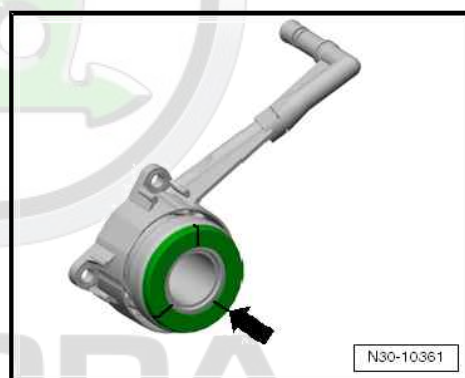
Slave cylinder with separated supply line

The supply line is separated on certain slave cylinders -A- in the area of the -arrow-.



Release bearing with additional plastic washer - as of 06/2011

Distinguishing feature. the peg -arrow- on the plastic washer.

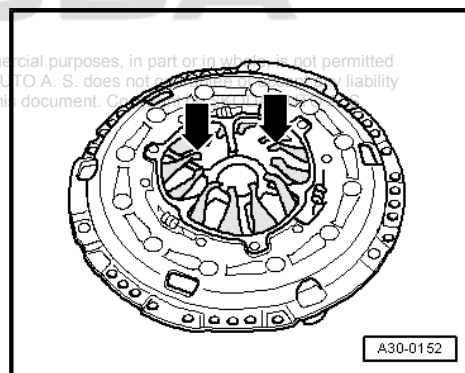


Extremities of the membrane spring of the thrust washer
-arrows- with lower installation height.



Caution

The modified release bearing and the changed thrust washer must only be installed together.



Assignment ⇒ Electronic Catalogue of Original Parts .

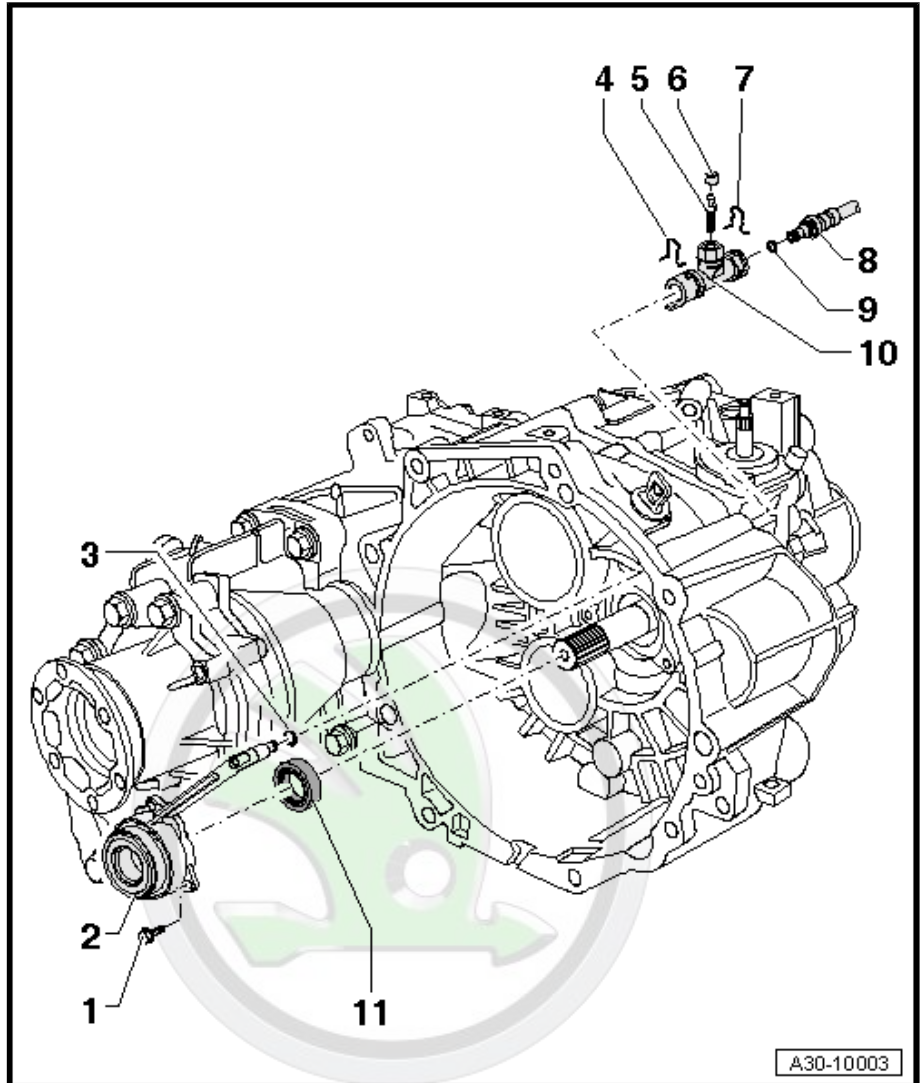
2.2 Summary of components - Four-wheel drive

1 - Screw

- ☐ With metal holding cylinder: 12 Nm (no locking agent)
- ☐ With plastic cylinder: 15 Nm (with locking agent)
- ☐ Qty. 3
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ carefully tighten in small stages crosswise so that the screw-down eyes of the slave cylinder do not break off

2 - Slave cylinder with release bearing

- ☐ form one unit, can only be replaced together
- ☐ Do not wash out bearing; wipe only
- ☐ replace noisy bearings together with slave cylinder
- ☐ on certain slave cylinders separated supply line ⇒ [page 82](#)
- ☐ as of 06/2011, release bearing with additional plastic washer ⇒ [page 82](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing ⇒ ["2.3 Remove and install slave cylinder with clutch release bearing"](#), [page 82](#)



3 - O-ring

- ☐ pull onto line connection
- ☐ insert with brake fluid

4 - Clamp

- ☐ to remove and install the bleeder Pos. 10. pull out the retaining clip up to the stop

5 - Vent valve

- ☐ Bleeding the clutch control ⇒ ["1.28 Bleeding the clutch control"](#), [page 77](#)
- ☐ pay attention to different versions. assign via ⇒ Electronic Catalogue of Original Parts

6 - Dust cap

7 - Clamp

- ☐ to remove and install the plastic line Pos. 8. pull out the retaining clip up to the stop

8 - Plastic line

9 - O-ring

- ☐ pull onto line connection
- ☐ insert with brake fluid

10 - Breather

- ☐ pay attention to different versions. assign via ⇒ Electronic Catalogue of Original Parts



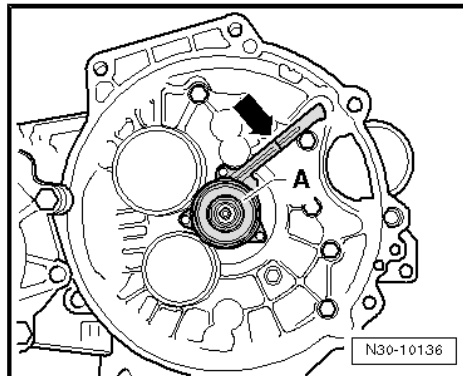
- ❑ Removing and installing
⇒ [“2.3 Remove and install slave cylinder with clutch release bearing”, page 82](#)

11 - Input shaft seal

- ❑ Replace ⇒ [“2.4 Replacing input shaft sealing ring”, page 84](#)

Slave cylinder with separated supply line

The supply line is separated on certain slave cylinders -A- in the area of the -arrow-.



Release bearing with additional plastic washer - as of 06/2011

Distinguishing feature. the peg -arrow- on the plastic washer.

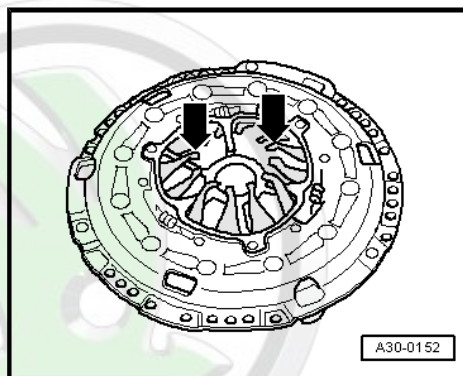


Extremities of the membrane spring of the thrust washer -arrows- with lower installation height.



Caution

The modified release bearing and the changed thrust washer must only be installed together.



Assignment ⇒ Electronic Catalogue of Original Parts .

2.3 Remove and install slave cylinder with clutch release bearing



Note

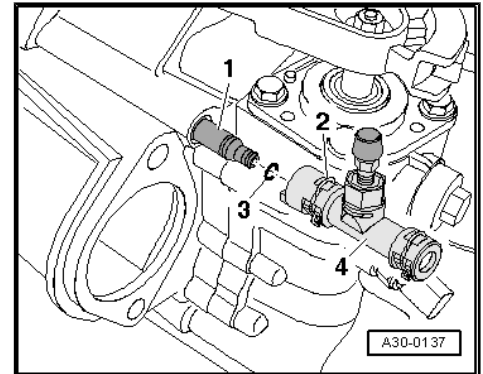
Slave cylinder and clutch release bearing form one unit and can only be replaced together.

Removing

- Remove the gearbox:
- ♦ Front-wheel drive Octavia II and Superb II
⇒ [“2.1 Removing gearbox - front-wheel drive \(Octavia II and Superb II\)”, page 179](#) .

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- ◆ Four-wheel drive Octavia II and Superb II
⇒ [“2.2 Removing gearbox - four-wheel drive \(Octavia II and Superb II\)”, page 188](#) .
- ◆ Front-wheel drive Yeti and Octavia III
⇒ [“2.3 Remove gearbox - front-wheel drive \(Yeti and Octavia III\)”, page 198](#) .
- ◆ Four-wheel drive Yeti and Octavia III
⇒ [“2.4 Remove gearbox - four-wheel drive \(Yeti and Octavia III\)”, page 205](#) .
- Unlock locking clip -2- with a screwdriver and detach bleeder -4- from slave cylinder -1-.



- Remove slave cylinder with release bearing -arrows-.

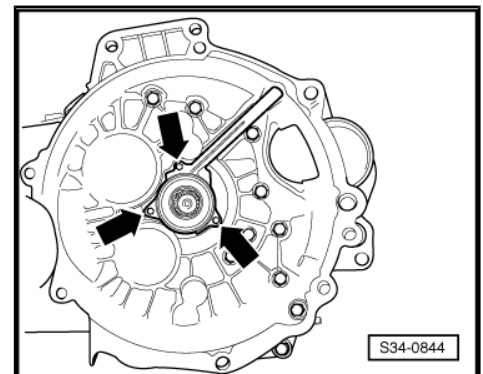
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- The fixing screws for the slave cylinder must only be tightened in small stages.

Otherwise there is the risk that the tabs with the bolt-holes break off.

- Tighten slave cylinder with release bearing to tightening torque.
- Inspect the o-ring -3- on the slave cylinder for damage.
- Press in the bleeder -4- at the connection of the slave cylinder -1- until the locking clip -2- clicks into place.
- For checking pull at bleeder -4-.

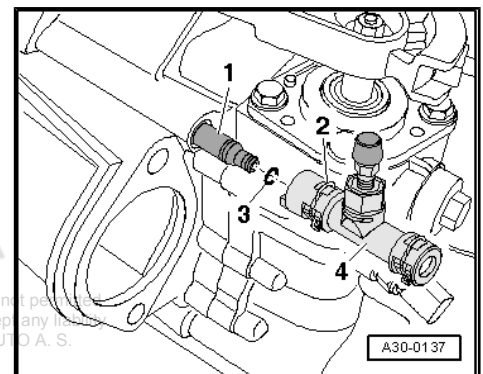


Install gearbox - front-wheel drive and four-wheel drive (Octavia II and Superb II)

⇒ [“2.7 Installing gearbox - front-wheel drive and four-wheel drive \(Octavia II and Superb II\)”, page 214](#) .

Install gearbox - front-wheel drive and four-wheel drive (Yeti and Octavia III)

⇒ [“2.8 Install gearbox - front-wheel drive and four-wheel drive \(Yeti and Octavia III\)”, page 217](#) .



- Bleed the clutch control
⇒ [“1.28 Bleeding the clutch control”, page 77](#) .

Tightening torques

Component	Nm
Slave cylinder to gearbox - Front-wheel drive	⇒ “2.1 Summary of components - Front-wheel-drive”, page 79 Pos. 4
Slave cylinder to gearbox - Four-wheel drive	⇒ “2.2 Summary of components - Four-wheel drive”, page 80 Pos. 1

2.4 Replacing input shaft sealing ring

Special tools and workshop equipment required

- ◆ Pressure spindle - T40008-
- ◆ Extractor tool - T20143/1-
- ◆ Sealing grease - G 052 128 A1-

Removing

- Removing the gearbox.
- ◆ Remove gearbox - front-wheel drive (Octavia II, Octavia III and Superb II)
⇒ ["2.1 Removing gearbox - front-wheel drive \(Octavia II and Superb II\)", page 179](#) .
- ◆ Remove gearbox - four-wheel drive (Octavia II and Superb II)
⇒ ["2.2 Removing gearbox - four-wheel drive \(Octavia II and Superb II\)", page 188](#) .
- ◆ Remove gearbox - front-wheel-drive (Yeti)
⇒ ["2.3 Remove gearbox - front-wheel drive \(Yeti and Octavia III\)", page 198](#) .
- ◆ Remove gearbox - four-wheel-drive (Yeti)
⇒ ["2.4 Remove gearbox - four-wheel drive \(Yeti and Octavia III\)", page 205](#) .
- Remove slave cylinder with release bearing
⇒ ["2.3 Remove and install slave cylinder with clutch release bearing", page 82](#) .
- Pull out the sealing ring for the propeller shaft with the extractor tool - T20143/1- .

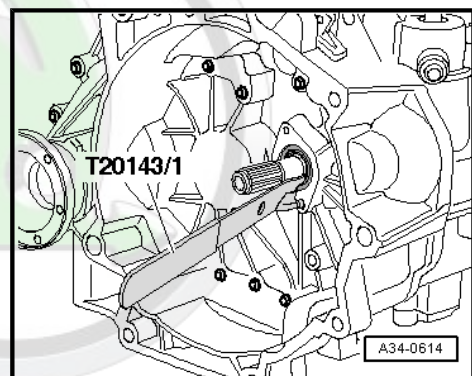


Note

Do not damage contact surface for shaft seal on the drive shaft.

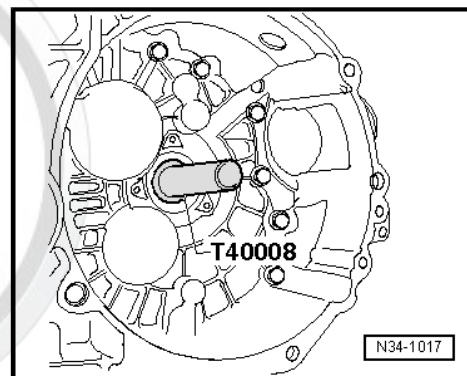
Installing

- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Slightly moisten the outer circumference of the gasket ring with gearbox oil.



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- Insert the gasket ring for the drive shaft until flush.
- Install slave cylinder with release bearing
⇒ [“2.3 Remove and install slave cylinder with clutch release bearing”, page 82](#) .
- Install gearbox.
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Octavia II, Octavia III and Superb II)
⇒ [“2.7 Installing gearbox - front-wheel drive and four-wheel drive \(Octavia II and Superb II\)”, page 214](#) .
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Yeti)
⇒ [“2.8 Install gearbox - front-wheel drive and four-wheel drive \(Yeti and Octavia III\)”, page 217](#) .



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3 Repairing clutch

⇒ [“3.1 Distinction according to clutch manufacturer”, page 86](#)

⇒ [“3.2 Summary of components - Repairing the Sachs clutch”, page 87](#)

⇒ [“3.3 Removing and installing clutch make Sachs”, page 88](#)

⇒ [“3.4 Summary of components - Repairing the clutch make LuK”, page 92](#)

⇒ [“3.5 Removing and installing clutch make LuK”, page 93](#)

⇒ [“3.6 Fault finding power transmission - problems with the clutch and clutch control”, page 97](#)

3.1 Distinction according to clutch manufacturer

A coupling kit can be fitted into the vehicle by “Sachs” or where applicable “LuK”.

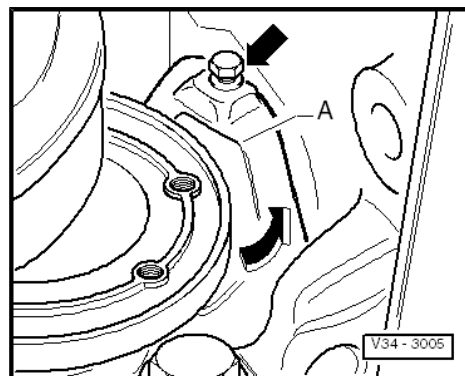
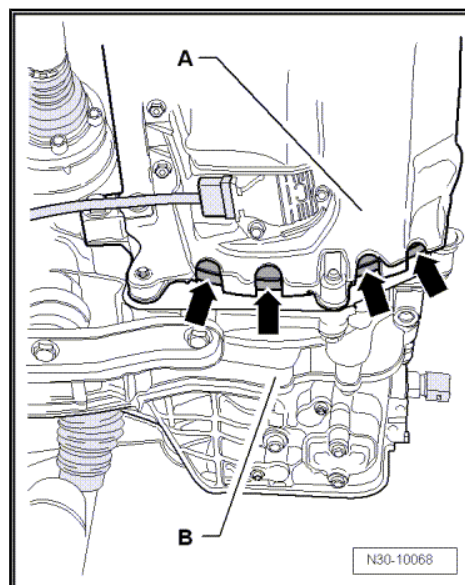
When the coupling is fitted, the manufacturer can be determined as follows:

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove cover for oil sump, if available.

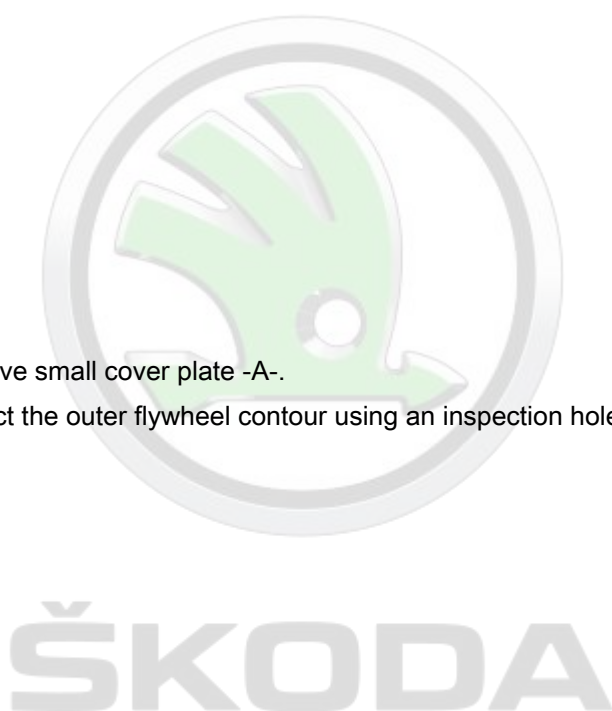
There are some inspection holes -arrows- between engine -A- and gearbox -B-.

- Inspect the outer flywheel contour using inspection holes.

The flywheel contour can be also checked after removing the small cover plate.



- Remove small cover plate -A-.
- Inspect the outer flywheel contour using an inspection hole.



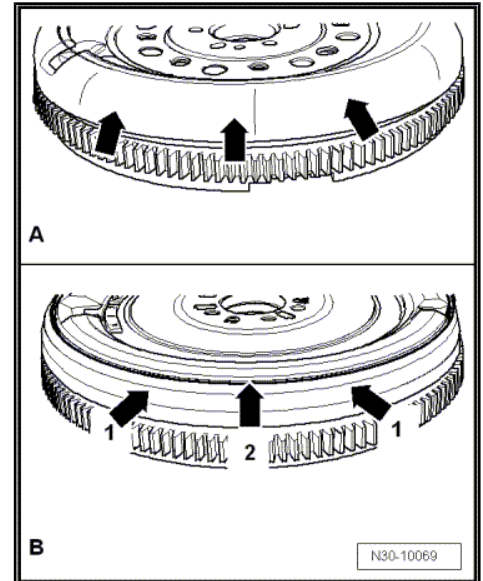
Rounded external flywheel contour -arrows- = manufacturer "Sachs" -A-

⇒ ["3.2 Summary of components - Repairing the Sachs clutch", page 87](#)

⇒ ["3.3 Removing and installing clutch make Sachs", page 88](#)

Angular outer flywheel contour -arrows 1- and groove all the way around -arrow 2- = manufacturer "LuK" -B-

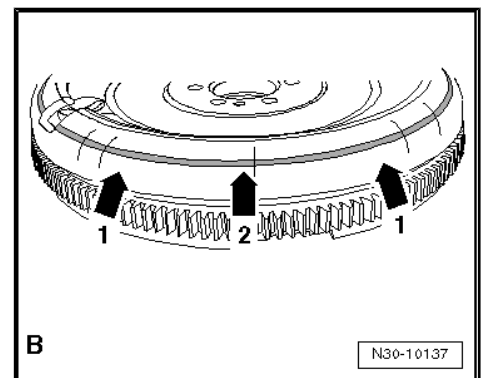
or



Rounded outer flywheel contour -arrows 1- and groove all the way around -arrow 2- = manufacturer "LuK" -B-

⇒ ["3.4 Summary of components - Repairing the clutch make LuK", page 92](#)

⇒ ["3.5 Removing and installing clutch make LuK", page 93](#)



3.2 Summary of components - Repairing the Sachs clutch



Note

- ◆ Observe the fault finding of the power transmission before replacing the clutch disc and the pressure plate - problems with the clutch and clutch control
⇒ ["3.6 Fault finding power transmission - problems with the clutch and clutch control", page 97](#).
- ◆ Replace the clutch discs and pressure plates if the riveting is damaged or loose.
- ◆ Assign the clutch disc and pressure plate in accordance with engine identification characters ⇒ *Electronic Catalogue of Original Parts*.
- ◆ The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.



1 - Dual-mass flywheel

- ☐ Ensure that centring pins fit tightly
- ☐ The contact surface for the clutch lining must be free of grooves, oil and grease
- ☐ Observe removal instructions for two-mass flywheel ⇒ Engine; Rep. gr. 13 .
- ☐ Removing and Installing ⇒ Engine; Rep. gr. 13

2 - Clutch disc

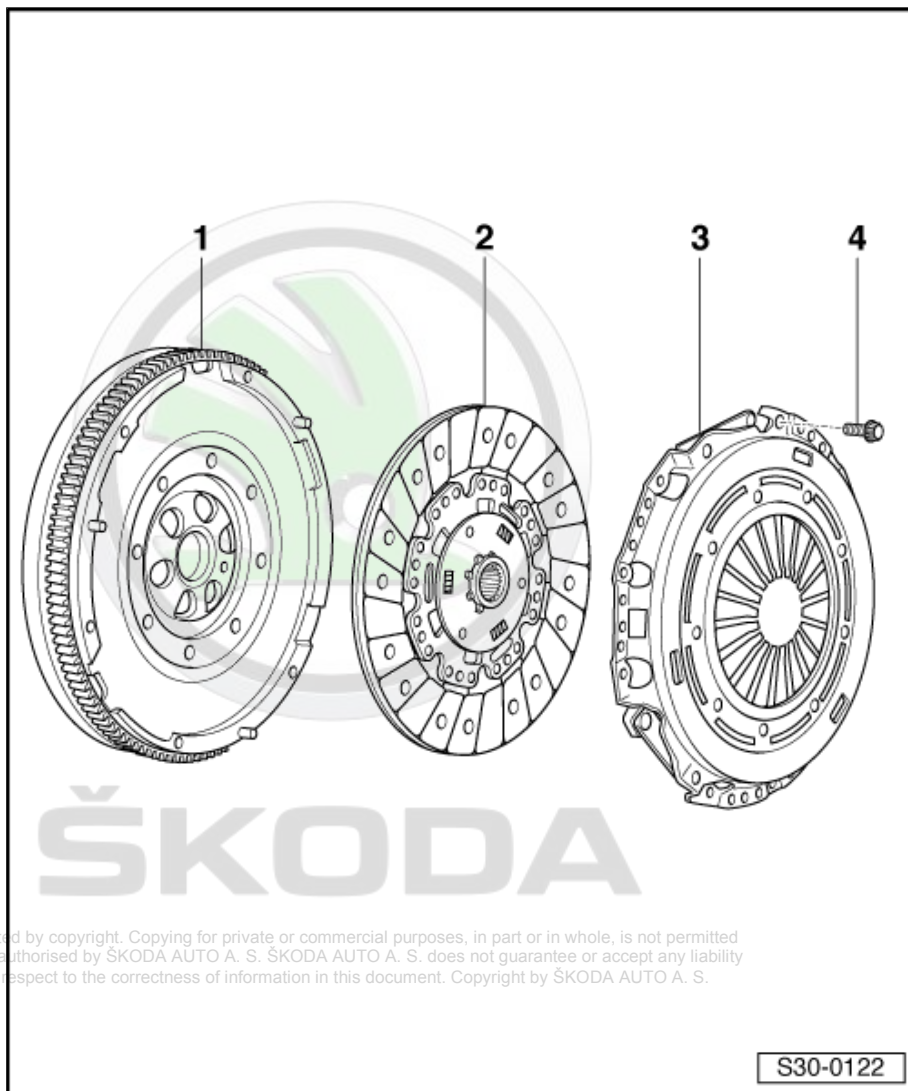
- ☐ Assign the diameter via the ⇒ Electronic catalogue of original parts
- ☐ Removing and installing ⇒ ["3.3 Removing and installing clutch make Sachs", page 88](#)
- ☐ must only be replaced together with pressure plate
- ☐ Fitting position ⇒ [page 90](#)

3 - Pressure plate

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ with resetting mechanism
- ☐ Distinguishing feature ⇒ [page 90](#)
- ☐ Removing and installing ⇒ ["3.3 Removing and installing clutch make Sachs", page 88](#)
- ☐ Check the extremities of the membrane springs ⇒ [page 90](#)
- ☐ Check feather joints and riveted joints ⇒ [page 91](#)
- ☐ must only be replaced together with clutch disc pos. 2

4 - Screw

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ release or tighten in small stages crosswise
- ☐ Screw M6 - 13 Nm
- ☐ Screw M7 - 20 Nm



3.3 Removing and installing clutch make Sachs

Special tools and workshop equipment required

- ◆ Counterholder - MP1-223 (3067)-
- ◆ Centering mandrel - T10097-
- ◆ Grease for splines - G 000 100-

Removing

- Removing the gearbox.

- ◆ Remove gearbox - front-wheel drive (Octavia II, Octavia III and Superb II)
⇒ [“2.1 Removing gearbox - front-wheel drive \(Octavia II and Superb II\)”, page 179](#) .
- ◆ Remove gearbox - four-wheel drive (Octavia II and Superb II)
⇒ [“2.2 Removing gearbox - four-wheel drive \(Octavia II and Superb II\)”, page 188](#) .
- ◆ Remove gearbox - front-wheel-drive (Yeti)
⇒ [“2.3 Remove gearbox - front-wheel drive \(Yeti and Octavia III\)”, page 198](#) .
- ◆ Remove gearbox - four-wheel-drive (Yeti)
⇒ [“2.4 Remove gearbox - four-wheel drive \(Yeti and Octavia III\)”, page 205](#) .

In order to avoid a deformation of the pressure plate when removing it (this leads to jerking during start-up), the pressure plate must be loosened as follows:

- Insert counterholder - MP1-223- to slacken the bolts.
- Release bolts in small stages crosswise.
- When unscrewing, the stop must slacken -2- together with the bolt -1-.
- If the stop does not loosen, press the bolt in the direction of the flywheel.
- Remove pressure plate and clutch disc.

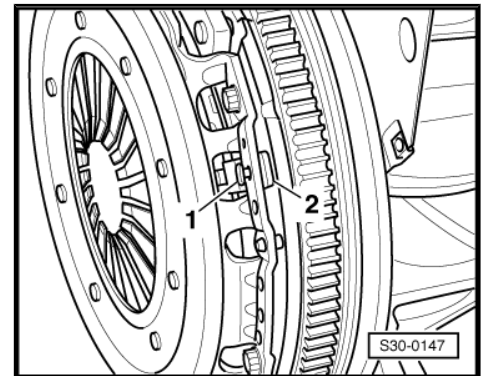
Installing

Installation is carried out in the reverse order. When installing, observe the following:



Note

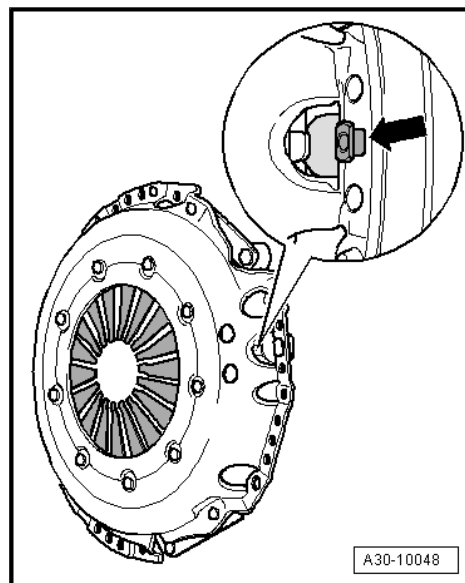
- ◆ *Replace pressure plate and clutch disc together.*
- ◆ *Assign the pressure plate and clutch disc in accordance with engine identification characters, see ⇒ [Electronic Catalogue of Original Parts](#) .*
- ◆ *The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.*





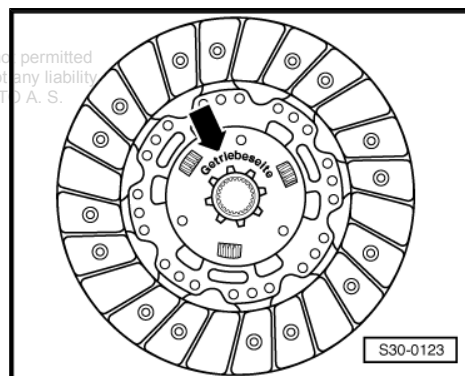
Distinguishing feature self-adjusting clutch type "Sachs"

- ◆ Pressure plate with stop (position sensor) -arrow-.



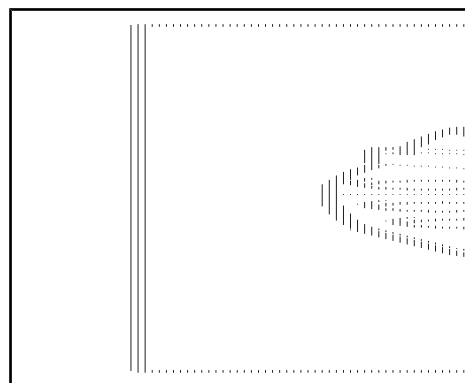
Installation location of the clutch disc

- Legend "gearbox side" and the protruding spring cage points to the gearbox.



Check the extremities of the membrane springs

- Wear is allowed up to half the membrane spring thickness -arrows-.



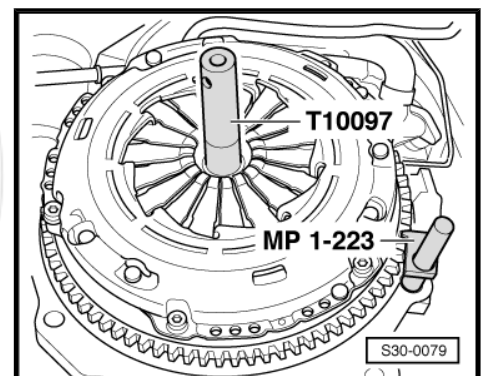
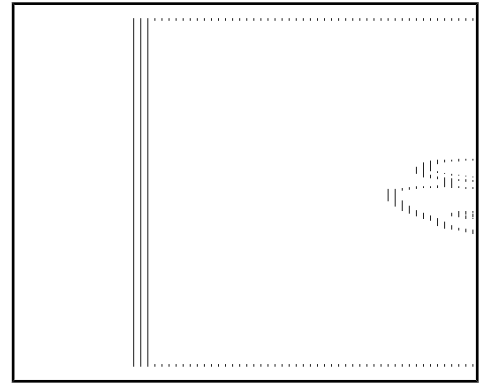
Check feather joints and riveted joints

- Check the feather joints between pressure plate and cover for cracks as well as the riveted joints for firm seating.
- Pressure plate with damaged feather joints or with loose riveted joints -arrows- must be replaced.



Note

- ◆ *Replace the clutch discs and pressure plates if the riveting is damaged or loose.*
 - ◆ *Always replace pressure plate and clutch disc together.*
 - ◆ *Assign the pressure plate and clutch disc in accordance with engine identification characters, see ➔ Electronic Catalogue of Original Parts .*
 - ◆ *In order to reduce unpleasant odours if the clutch is burnt. thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.*
 - ◆ *Clean the drive shaft serration and hub serration on used clutch discs, remove corrosion. Apply a very thin layer of grease for serration spline - G 000 100- to gear tooth system. Then move clutch plate to and fro on input shaft until hub moves freely on shaft. Remove all excess grease.*
 - ◆ *Pressure plates are protected against corrosion and greased. Only clean the thrust surface as otherwise the life of the clutch may be considerably reduced.*
 - ◆ *The thrust surface of the pressure plate and the clutch disc lining must fully rest against the flywheel. Only then may the fixing screws be inserted.*
- When installing, insert the counterholder - MP1-223 (3067)- for tightening the screws.
 - Place the pressure plate onto the centering pins.
 - Use centering mandrel - T10097- for centering the clutch disc.



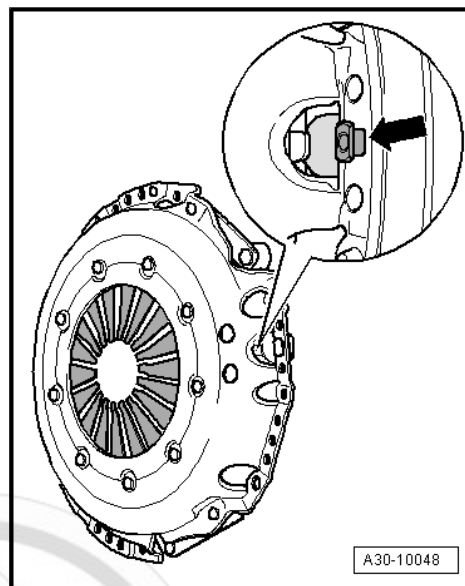
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In order to avoid a deformation of the pressure plate when installing it (this leads to jerking during start-up), the pressure plate must be installed as follows:

- Pay attention that the stop bolt (position sensor) -arrow- can move freely.
- Screw in all the screws by hand uniformly, until the bolt head rests against the pressure plate.
- Tighten the screws gradually and crosswise so as not to damage the centering holes on the pressure plate and the centering pins of the flywheel, while doing so the stop bolt -arrow- must not be lifted up from the pressure plate.
- Tighten all 6 screws
⇒ [“3.2 Summary of components - Repairing the Sachs clutch”, page 87](#) pos. 4 gradually to specified tightening torque.
- Install gearbox.
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Octavia II, Octavia III and Superb II)
⇒ [“2.7 Installing gearbox - front-wheel drive and four-wheel drive \(Octavia II and Superb II\)”, page 214](#) .
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Yeti)
⇒ [“2.8 Install gearbox - front-wheel drive and four-wheel drive \(Yeti and Octavia III\)”, page 217](#) .



3.4 Summary of components - Repairing the clutch make LuK



Note

- ◆ *Observe the fault finding of the power transmission before replacing the clutch disc and the pressure plate - problems with the clutch and clutch control*
⇒ [“3.6 Fault finding power transmission - problems with the clutch and clutch control”, page 97](#) .
- ◆ *Replace the clutch discs and pressure plates if the riveting is damaged or loose.*
- ◆ *Assign the clutch disc and pressure plate in accordance with engine identification characters ⇒ Electronic Catalogue of Original Parts .*
- ◆ *The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.*

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1 - Dual-mass flywheel

- ☐ Ensure that centring pins fit tightly
- ☐ The contact surface for the clutch lining must be free of grooves, oil and grease
- ☐ Observe removal instructions for two-mass flywheel ⇒ Engine; Rep. gr. 13 .
- ☐ Removing and Installing ⇒ Engine; Rep. gr. 13

2 - Clutch disc

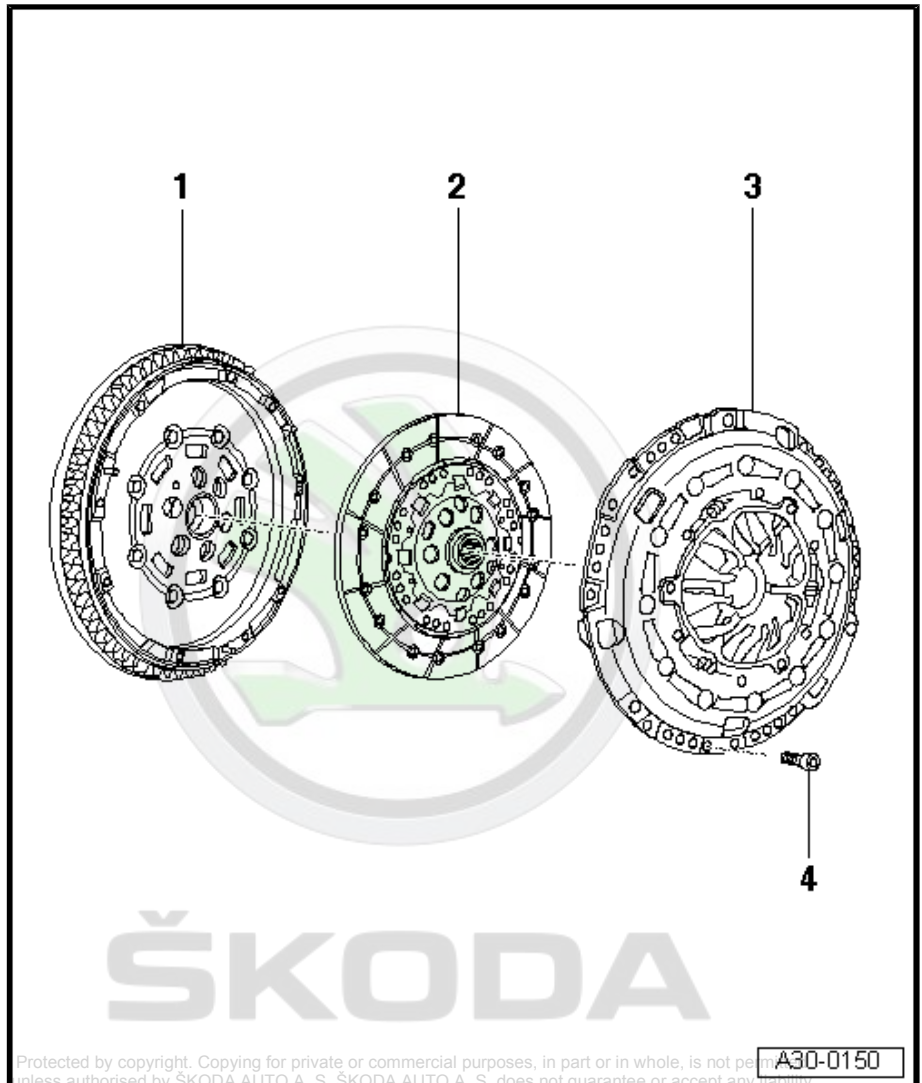
- ☐ Diameter: Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing ⇒ [“3.5 Removing and installing clutch make LuK”, page 93](#)
- ☐ must be only replaced together with “SAC” pressure plate pos. 3
- ☐ Fitting position ⇒ [page 94](#)

3 - “SAC”-Pressure plate

- ☐ “SAC” (Self Adjusting Clutch) means “self-adjusting clutch”
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing ⇒ [“3.5 Removing and installing clutch make LuK”, page 93](#)
- ☐ Check the extremities of the membrane springs ⇒ [page 95](#)
- ☐ Check feather joints and riveted joints ⇒ [page 95](#)
- ☐ Only check the position of the resetting mechanism on new pressure plates ⇒ [page 96](#)
- ☐ must only be replaced together with clutch disc pos. 2

4 - Screw

- ☐ release or tighten in small stages crosswise
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Screw M6 - 13 Nm
- ☐ Screw M7 - 20 Nm



3.5 Removing and installing clutch make LuK

Removing

Special tools and workshop equipment required

- ◆ Counterholder - MP1-223 (3067)-
- ◆ Centering mandrel - T10097-
- ◆ Grease for splines - G 000 100-



- Removing the gearbox.
- ◆ Removing gearbox - front-wheel drive (Octavia II, Superb II)
⇒ [“2.1 Removing gearbox - front-wheel drive \(Octavia II and Superb II\)”](#), page 179 .
- ◆ Remove gearbox - four-wheel drive (Octavia II and Superb II)
⇒ [“2.2 Removing gearbox - four-wheel drive \(Octavia II and Superb II\)”](#), page 188 .
- ◆ Remove gearbox - front-wheel drive (Yeti, Octavia III)
⇒ [“2.3 Remove gearbox - front-wheel drive \(Yeti and Octavia III\)”](#), page 198 .
- ◆ Remove gearbox - all-wheel drive (Yeti, Octavia III)
⇒ [“2.4 Remove gearbox - four-wheel drive \(Yeti and Octavia III\)”](#), page 205

In order to avoid a deformation of the pressure plate when removing it (this leads to jerking during start-up), the pressure plate must be loosened as follows:

- Insert counterholder - MP1-223 (3067)- to slacken the bolts.
- Release bolts in small stages crosswise.
- Remove pressure plate and clutch disc.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

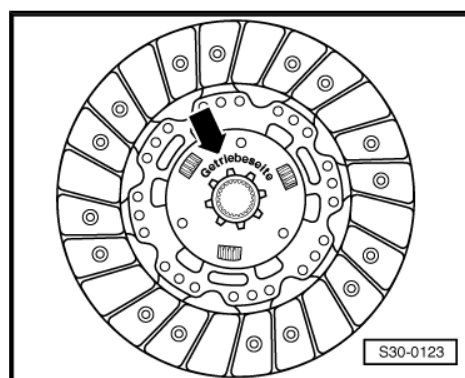
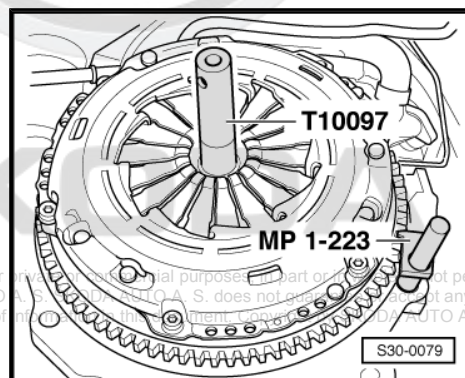


Note

- ◆ *Replace pressure plate and clutch disc together.*
- ◆ *Assign the pressure plate and clutch disc in accordance with engine identification characters, see ⇒ [Electronic Catalogue of Original Parts](#) .*
- ◆ *The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.*

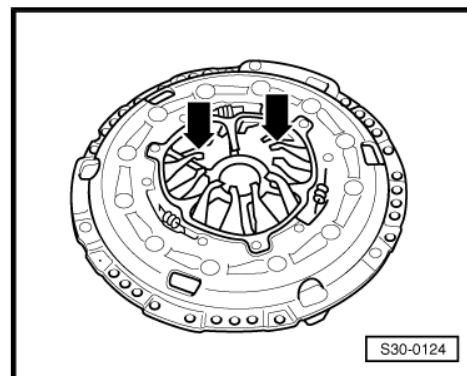
Installation location of the clutch disc

- Legend “side of gearbox” points to the gearbox.



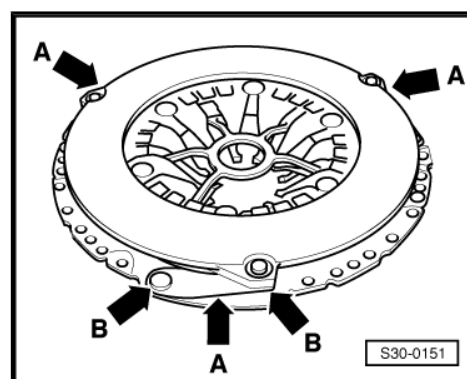
Check the extremities of the membrane springs

- Wear is allowed up to half the membrane spring thickness -arrows-.



Check feather joints and riveted joints

- Check feather joints -arrows A- for damage as well as riveted joints -arrows B- for firm seating.



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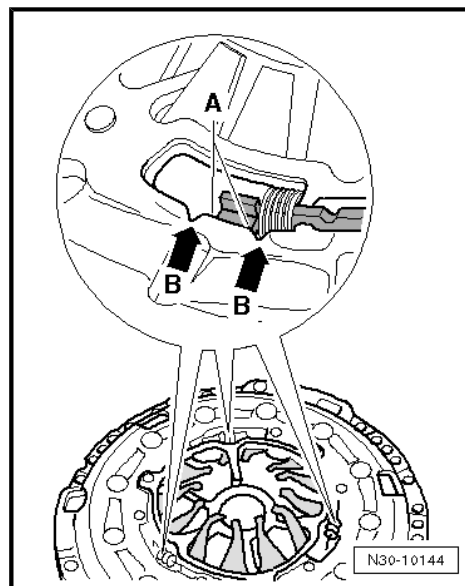
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**ŠKODA****Only check the position of the resetting mechanism on new pressure plates**

- Both edges -A- of the adjustment ring must be located between both notches -arrows B-.
- If the adjustment ring adopts another position when the pressure plates are new, the pressure plate and the clutch disc must not be installed.
- On used clutches the adjusting ring can also have another position outside the notches.

**Note**

- ◆ *Replace the clutch discs and pressure plates if the riveting is damaged or loose.*
- ◆ *Replace pressure plate and clutch disc together.*
- ◆ *Assign the pressure plate and clutch disc in accordance with engine identification characters, see ➔ Electronic Catalogue of Original Parts .*
- ◆ *In order to reduce unpleasant odours if the clutch is burnt, thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.*
- ◆ *Clean the drive shaft serration and hub serration on used clutch discs, remove corrosion. Apply a very thin layer of grease for serration spline - G 000 100- to gear tooth system. Then move clutch plate to and fro on input shaft until hub moves freely on shaft. Remove all excess grease.*
- ◆ *Pressure plates are protected against corrosion and greased. Only clean the thrust surface as otherwise the life of the clutch may be considerably reduced.*
- ◆ *The thrust surface of the pressure plate and the clutch disc lining must fully rest against the flywheel. Only then may the fixing screws be inserted.*

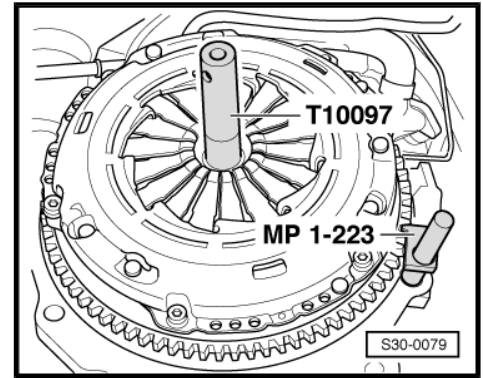
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- When installing, insert the counterholder - MP1-223 (3067)- for tightening the screws.
- Place the pressure plate onto the centering pins.
- Use the centering mandrel - T10097- for centering the clutch disc.

In order to avoid a deformation of the pressure plate when installing it (this leads to jerking during start-up), the pressure plate must be installed as follows:

- Screw in all the screws by hand uniformly, until the bolt head rests against the pressure plate.
- Tighten the screws gradually and crosswise so as not to damage the centering holes on the pressure plate and the centering pins of the flywheel.
- Tighten all 6 screws gradually to specified tightening torque
⇒ [“3.4 Summary of components - Repairing the clutch make LuK”, page 92](#) Pos 4.
- Install gearbox.
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Octavia II, Superb II)
⇒ [“2.7 Installing gearbox - front-wheel drive and four-wheel drive \(Octavia II and Superb II\)”, page 214](#) .
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Yeti, Octavia III)
⇒ [“2.8 Install gearbox - front-wheel drive and four-wheel drive \(Yeti and Octavia III\)”, page 217](#) .



3.6 Fault finding power transmission - problems with the clutch and clutch control



Note

Check hydraulic clutch control

⇒ [“1.26 Check hydraulic clutch control”, page 75](#) .

Always check the fault mentioned by the customer first before repairing the clutch. In each individual case, it must be determined if indeed there are problems with the clutch or the incorrect setting of the gearshift is cause for complaint.

Fault	Fault description	Measure
Clutch pedal does not return to initial position.	◆ Air in line system.	– Vent air from the line system; top up with brake fluid.
	◆ Line system, master or slave cylinder leaking.	– Replace defective component, vent air from the line system; top up with brake fluid.
	◆ Membrane spring of the pressure plate broken.	– Replace pressure plate.

Fault	Fault description	Measure
Actuating force on the clutch pedal too high.	◆ Retractor spring defect.	– Replace retractor spring.



Fault	Fault description	Measure
	◆ Clutch release force increased due to wear of clutch linings.	– Inform customer (higher release force with increased wear). – Replace clutch disc. when the distance base/rivet is below 0.1 mm.
	◆ Pressure plate with wrong spring identification.	– Assign pressure plate via the ⇒ Electronic catalogue of original parts .
	◆ Mechanical fault at the pressure plate or the clutch disc.	– Replace defective components.
	◆ Clutch disc on the serration sluggish/jams.	– Check the hub for damage (burrs), if necessary replace clutch disc. – Clean the hub and the drive shaft teeth of corrosion and residues of lubricant and grease with grease for splines - G 000 100- . Move clutch disc back and forth. remove excess grease.

Fault	Fault description	Measure
Noises when operating the clutch.	◆ Release bearing of the slave cylinder defective.	– Always replace noisy release bearing/slave cylinder.
	◆ The contact surface of the pressure plate is defective (the tips of the membrane spring are bent. broken).	– Replace pressure plate. – Check release bearing. replace if necessary.
	◆ Centre displacement of engine/gearbox.	– Check dowel sleeves.
	◆ Clutch disc installed the wrong way up.	– Correct installation.
	◆ Wrong clutch disc installed.	– Assign clutch disc via the ⇒ Electronic catalogue of original parts .

Fault	Fault description	Measure
Rattling, scratching occurs when the forward or reverse gear is engaged, gearshift jams, is sluggish, shifting is not possible, clutch without operation.	◆ Air in the system. clutch does not separate fully.	– Bleed and check system, top up with brake fluid.
	◆ Master cylinder or slave cylinder is leaking, line is leaking.	– Replace defective component. top up with brake fluid. bleed system.
	◆ The travel of the clutch pedal is not sufficient (carpet, foot mat under the foot controls), clutch is not fully depressed.	– Inform customer.

Fault	Fault description	Measure
	◆ The pressure plate is bent due to incorrect installation, the clutch disc is deformed due improper handling.	– Check components, if necessary replace, make sure the centering pins are correctly fitted. – If scratching still occurs. check the serration of the clutch disc on the drive shaft for ease of movement. if necessary repair the gearbox.
	◆ Tips of membrane spring broken or bent (assembly fault).	– Replace pressure plate. – Check release bearing/slave cylinder. replace if necessary. – Check dowel sleeves.
	◆ Clutch disc too thick.	– Assign clutch disc via the ⇒ Electronic catalogue of original parts .
	◆ Deposit adhering to the flywheel (long immobilization time, high humidity).	– Slightly rub down friction surfaces of the clutch linings or replace completely the severely corroded parts.
	◆ Clutch disc on the serration sluggish/jams. Corrosion on the hub, damage during the assembly. Hub profile knocked out on one side.	– Check serration of the hub for damage. if necessary replace clutch disc. – Remove corrosion from the hub and the shaft as well as residues of lubricant. Grease shaft with a thin layer of grease for splines - G 000 100- . – Move clutch disc back and forth. remove excess grease. – Check position of dowel sleeves on knocked out hub profile. – Check release bearing/slave cylinder and pressure plate. replace if necessary.
	◆ Lifting of pressure plate too low (wrong pressure plate installed).	– Assign pressure plate via the ⇒ Electronic catalogue of original parts .
	◆ Displacement of engine/gearbox too large (dowel sleeves missing). support panel of clutch plate bent through this.	– Insert dowel sleeves before gearbox has been fitted. – Check clutch disc and pressure plate for damage. if necessary replace.
	◆ The lining is spalled off because of too high revs (shift back into lower gears during high speeds). ◆ When starting. linings are spalled off through slipping for too long a time.	– Replace clutch disc. Inform customer.



Fault	Fault description	Measure
Load change jolts when throttle is depressed and sudden reduction of the engine speed.	◆ Assembly bracket too soft.	– Inform customer. Assign hanger via the ⇒ Electronic Catalogue of Original Parts replace if necessary.
	◆ Irregular engine running.	– Check engine setting. correct.
	◆ Clutch disc with predamper is built in against gear rattling.	– Inform customer.
	◆ Centre displacement of engine/gearbox.	– Test dowel sleeves. replace if necessary.

Fault	Fault description	Measure
Clutch slips through, no or bad pre-drive.	◆ Wrong clutch disc fitted, wrong pressure plate installed.	– Assign the clutch disc and pressure plate via the ⇒ Electronic catalogue of original parts .
	◆ Clutch disc worn out, burnt, pressure plate overheated, scoring, pressure plate warped through incorrect assembly, contact pressure of the pressure plate too low, driving error, natural wear.	– Replace clutch disc. – Replace pressure plate. – Inform customer.
	◆ Clutch disc, pressure plate, flywheel - oily. Radial shaft seal of the engine or the gearbox defective. Grease on the contact surface through excess greasing of the hub.	– Replace clutch disc. – Clean contact surfaces of pressure plate and flywheel. – Replace radial shaft seal, remove excess grease from the drive shaft.
	◆ Clutch disc installed the wrong way up.	– Correct installation. check clutch disc. replace if necessary.
	◆ Flywheel depth too large or excessive abrasion on the contact surface of the lining	– Assign the sealing flange via the ⇒ electronic catalogue of original parts . – Inspect clutch disc and pressure plate, replace if necessary.
	◆ Slave cylinder leaking.	– Replace slave cylinder.

Fault	Fault description	Measure
Clutch grabbing, unit shaking.	◆ Air in the system.	– Bleed system. check brake fluid level. check system for tightness. – Replace defective part.
	◆ Engine does not run clean.	– Check engine setting. correct.
	◆ Driving error. starting speed is too low.	– Inform customer.
	◆ Wrong clutch disc installed.	– Assign clutch disc via the ⇒ Electronic catalogue of original parts .



Fault	Fault description	Measure
	◆ Assembly bearing too soft, knocked out.	– Assign the assembly bracket via the ⇒ Electronic catalogue of original parts .
	◆ Clutch lining oily, contact surface of pressure plate and flywheel oily (oil leakage from the clutch housing).	– Check radial shaft seal of the drive shaft for clutch or check crankshaft. if necessary replace. – Replace clutch disc. clean pressure plate and flywheel.
	◆ The contact surface of the pressure plate lifts off only unilaterally due to the tilted release bearing of the slave cylinder. ◆ Pressure plate housing deformed when installed. Contact surface of the pressure plate lifts off only unilaterally.	– Check the contact surface of the clutch lining on the flywheel, check pressure plate and membrane springs, replace pressure plate if necessary. – Replace release bearing/slave cylinder.
	◆ Drive shaft too heavily greased (traces of grease on the clutch disc, pressure plate and flywheel).	– Remove grease from pressure plate and flywheel. replace if damaged (traces of wear. traces of overheating. grooves). – Remove traces of grease from hub and shaft, grease shaft with grease for splines - G 000 100- . – Move clutch disc back and forth. remove excess grease.

Fault	Fault description	Measure
Acoustic knock »clack« when clutch is released.	◆ Acceleration is assigned to the load carrier/drive shaft through the sudden press of the clutch pedal. The drive shaft serration of the pinions in mesh knocks, this noise is increased for clutch discs with noise insulation as the damping reaches the stop.	– Inform customer.

Fault	Fault description	Measure
Noises in idle.	◆ Torsional damper spring kinked.	– Replace clutch disc.
	◆ Clutch disc fitted without pre-damper (idle rattling).	– Assign clutch disc via the ⇒ Electronic catalogue of original parts .
	◆ Pressure plate deformed, imbalance.	– Replace pressure plate.
	◆ Irregular engine running.	– Check engine setting. correct if necessary.
	◆ Displacement of engine/gearbox too large (dowel sleeves missing).	– Insert dowel sleeves before gearbox has been fitted.

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Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

Fault	Fault description	Measure
	◆ Intermediate plate grinds at fly-wheel.	– Insert intermediate plate on sealing flange and push onto the dowel sleeves.

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34 – Controls, housing



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1 Repairing shift mechanism

- ⇒ ["1.1 Fitting location of shift mechanism", page 105](#)
- ⇒ ["1.2 Summary of components \(Octavia II\)", page 106](#)
- ⇒ ["1.3 Summary of components \(Octavia III\)", page 107](#)
- ⇒ ["1.4 Summary of components \(Superb II\)", page 108](#)
- ⇒ ["1.5 Summary of components \(Yeti\)", page 109](#)
- ⇒ ["1.6 Summary of components - gearshift knob with shift lever collar \(Octavia II\)", page 110](#)
- ⇒ ["1.7 Summary of components - gearshift knob with shift lever collar \(Octavia III\)", page 111](#)
- ⇒ ["1.8 Summary of components - gearshift knob with shift lever collar \(Superb II\)", page 112](#)
- ⇒ ["1.9 Summary of components - Gearshift knob with shift lever collar", page 113](#)
- ⇒ ["1.10 Removing and installing gearshift knob with shift lever collar \(Octavia II\)", page 113](#)
- ⇒ ["1.11 Removing and installing gearshift knob with shift lever collar \(Octavia III\)", page 114](#)
- ⇒ ["1.12 Removing and installing gearshift knob and shift lever collar \(Superb II\)", page 115](#)
- ⇒ ["1.13 Removing and installing gearshift knob with shift lever collar \(Yeti\)", page 116](#)
- ⇒ ["1.14 Summary of components - gearshift mechanism \(Octavia II up to 10/2006\)", page 117](#)
- ⇒ ["1.15 Summary of components - gearshift mechanism \(Octavia II as of 11/2006\)", page 119](#)
- ⇒ ["1.16 Summary of components - Gearshift mechanism \(Octavia III\)", page 121](#)
- ⇒ ["1.17 Summary of components - Gearshift mechanism \(Superb II\)", page 124](#)
- ⇒ ["1.18 Summary of components - Gearshift mechanism \(Yeti\)", page 126](#)
- ⇒ ["1.19 Disassembling and assembling the gearshift mechanism \(as of 11.2006\)", page 128](#)
- ⇒ ["1.20 Summary of components - Control cables \(Octavia II\)", page 133](#)
- ⇒ ["1.21 Summary of components - Control cables \(Octavia III\)", page 137](#)
- ⇒ ["1.22 Summary of components - Control cables \(Superb II\)", page 140](#)
- ⇒ ["1.23 Summary of components - Control cables \(Yeti\)", page 145](#)
- ⇒ ["1.24 Plastic relay lever", page 149](#)
- ⇒ ["1.25 Removing and installing shift mechanism \(Octavia II\)", page 150](#)
- ⇒ ["1.26 Remove and install shift mechanism \(Octavia III\)", page 154](#)
- ⇒ ["1.27 Removing and installing shift mechanism \(Superb II\)", page 158](#)



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⇒ ["1.28 Removing and installing shift mechanism \(Yeti\)", page 162](#)

⇒ ["1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)", page 167](#)

⇒ ["1.30 Remove and install shift mechanism and selector cable \(Octavia III\)", page 170](#)

⇒ ["1.31 Removing and installing shift mechanism and selector cable \(Superb II\)", page 171](#)

⇒ ["1.32 Removing and installing shift cable and selector cable \(Yeti\)", page 173](#)

⇒ ["1.33 Setting the shift mechanism", page 174](#)

1.1 Fitting location of shift mechanism

-Arrow A- Shift movement

-Arrow B- Selector movement

A - Shift cable

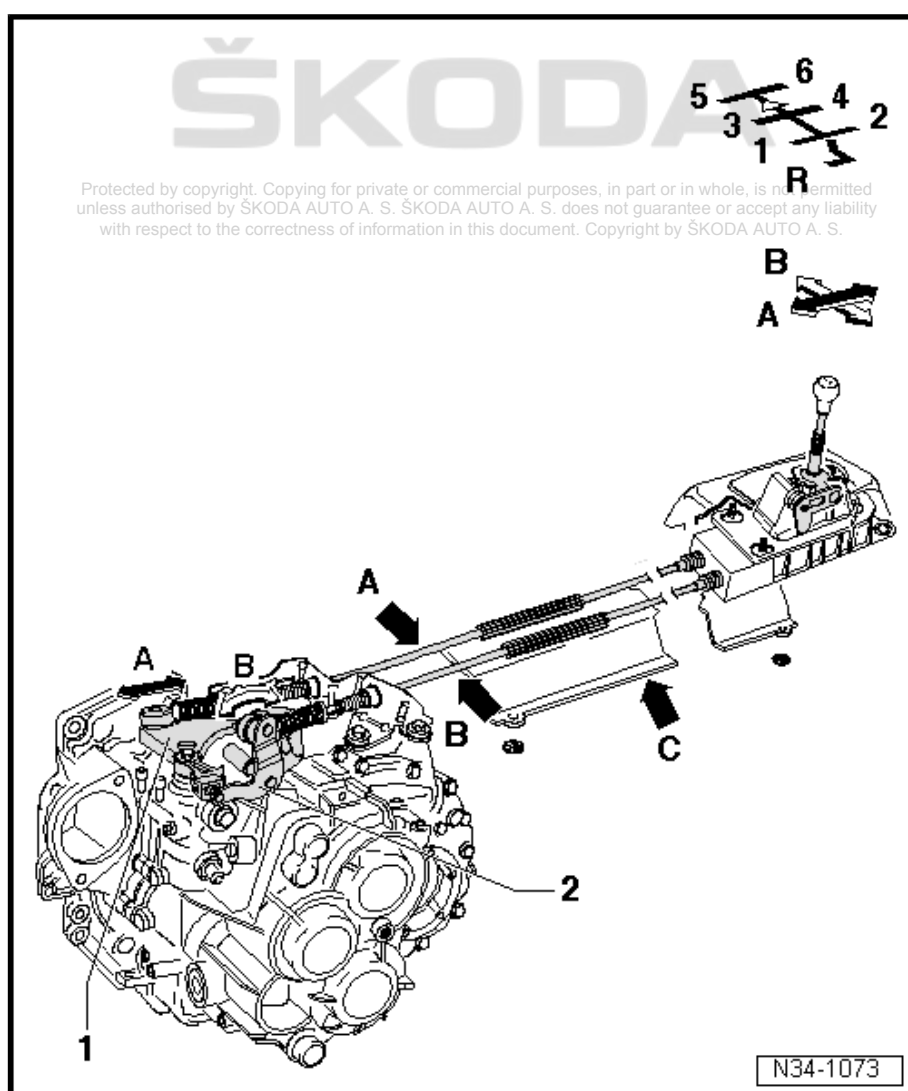
B - Selector cable

C - Heat shield

- ☐ Remove before removing selector mechanism

1 - Gearshift lever

2 - Relay lever





1.2 Summary of components (Octavia II)



Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27*.
- ◆ Remove selector mechanism to renew selector cables
⇒ *"1.25 Removing and installing shift mechanism (Octavia II)", page 150*.
- ◆ Do not kink the control cables.

I - Summary of components - Gearshift knob with shift lever collar

⇒ *"1.6 Summary of components - gearshift knob with shift lever collar (Octavia II)", page 110*

II - Summary of components - Gearshift mechanism up to 10.2006

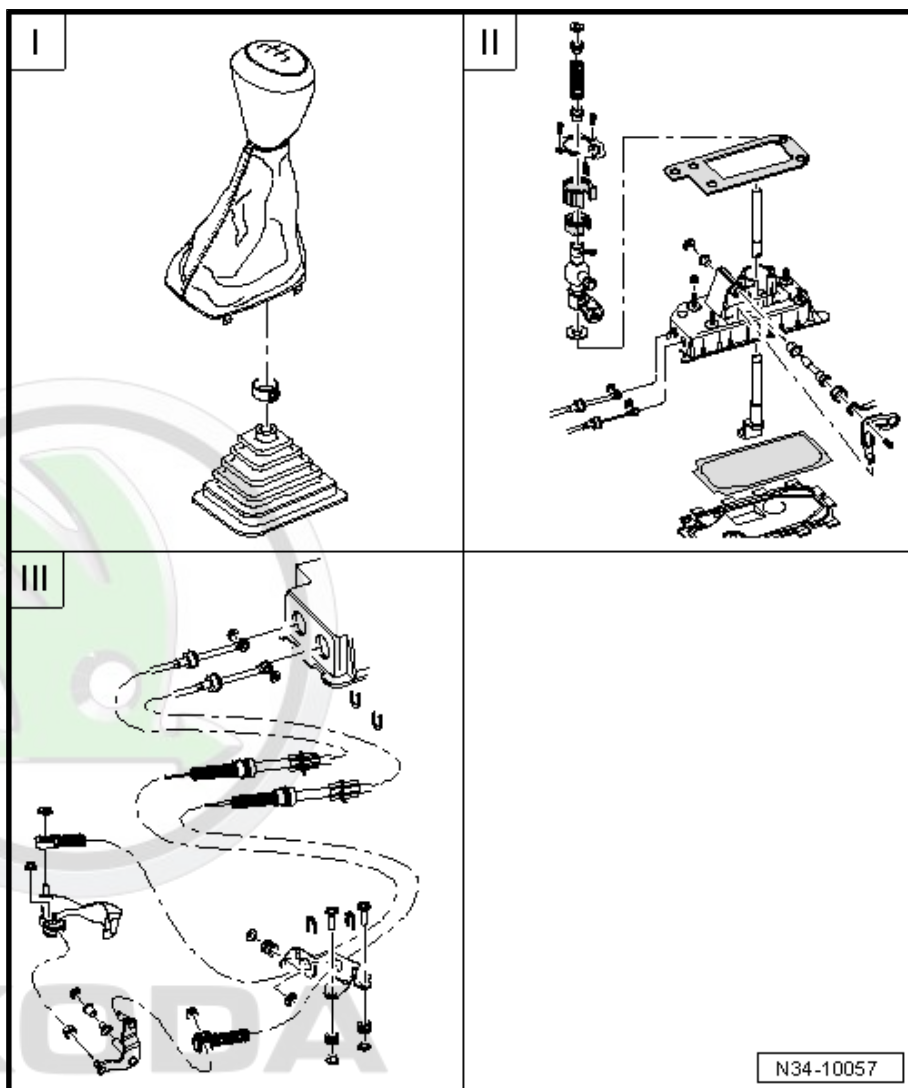
⇒ *"1.14 Summary of components - gearshift mechanism (Octavia II up to 10/2006)", page 117*

II - Summary of components - Gearshift mechanism as of 11.2006

⇒ *"1.15 Summary of components - gearshift mechanism (Octavia II as of 11/2006)", page 119*

III - Summary of components - Control cables

⇒ *"1.20 Summary of components - Control cables (Octavia II)", page 133*



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1.3 Summary of components (Octavia III)



Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System ⇒ Rep. gr. 27.
- ◆ Remove shift mechanism for replacing control cables
⇒ ["1.27 Removing and installing shift mechanism \(Superb II\)", page 158](#).
- ◆ Do not kink the control cables.

I - Summary of components - Gearshift knob with shift lever collar

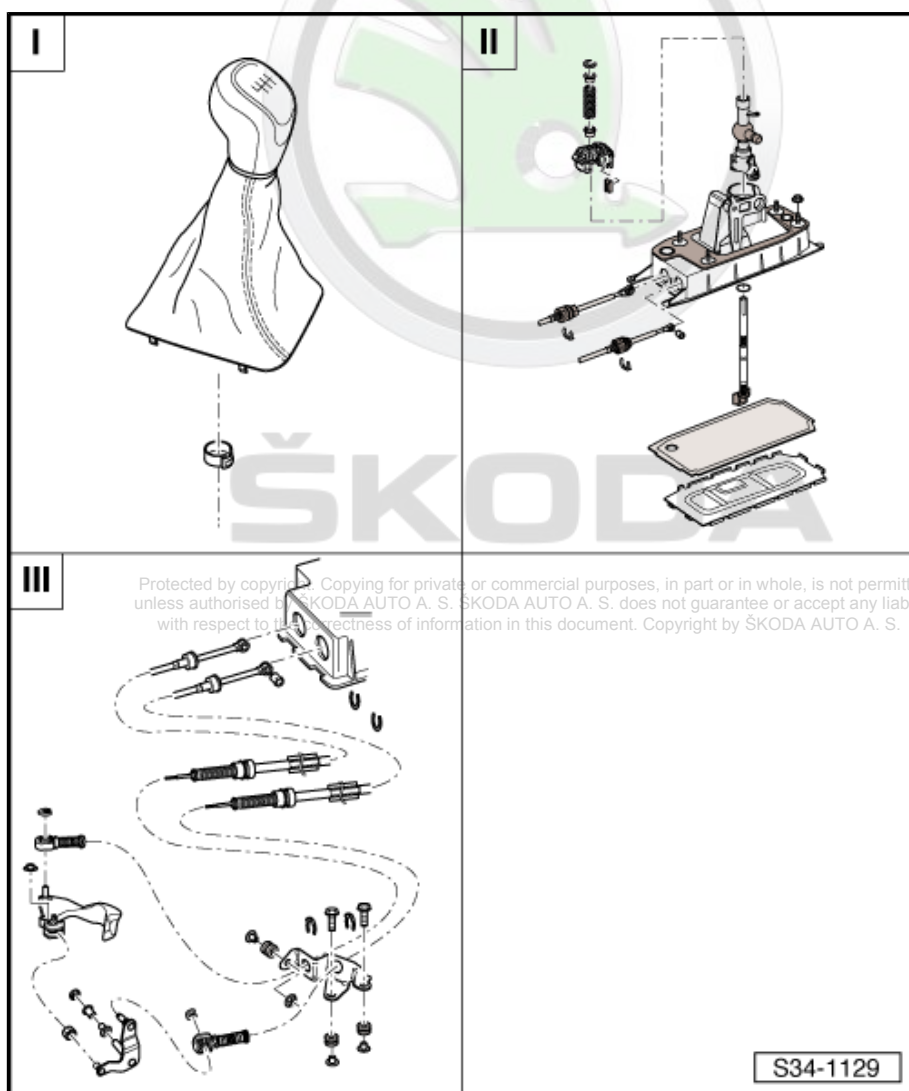
⇒ ["1.7 Summary of components - gearshift knob with shift lever collar \(Octavia III\)", page 111](#)

II - Summary of components - Gearshift mechanism

⇒ ["1.16 Summary of components - Gearshift mechanism \(Octavia III\)", page 121](#)

III - Summary of components - Control cables

⇒ ["1.21 Summary of components - Control cables \(Octavia III\)", page 137](#)





1.4 Summary of components (Superb II)



Note

- ◆ After the battery earth strap is disconnected and connected. carry out additional operations ⇒ *Electrical System* ⇒ Rep. gr. 27.
- ◆ Remove shift mechanism for replacing control cables
⇒ *"1.27 Removing and installing shift mechanism (Superb II)", page 158*.
- ◆ Do not kink the control cables.

I - Summary of components - Gearshift knob with shift lever collar

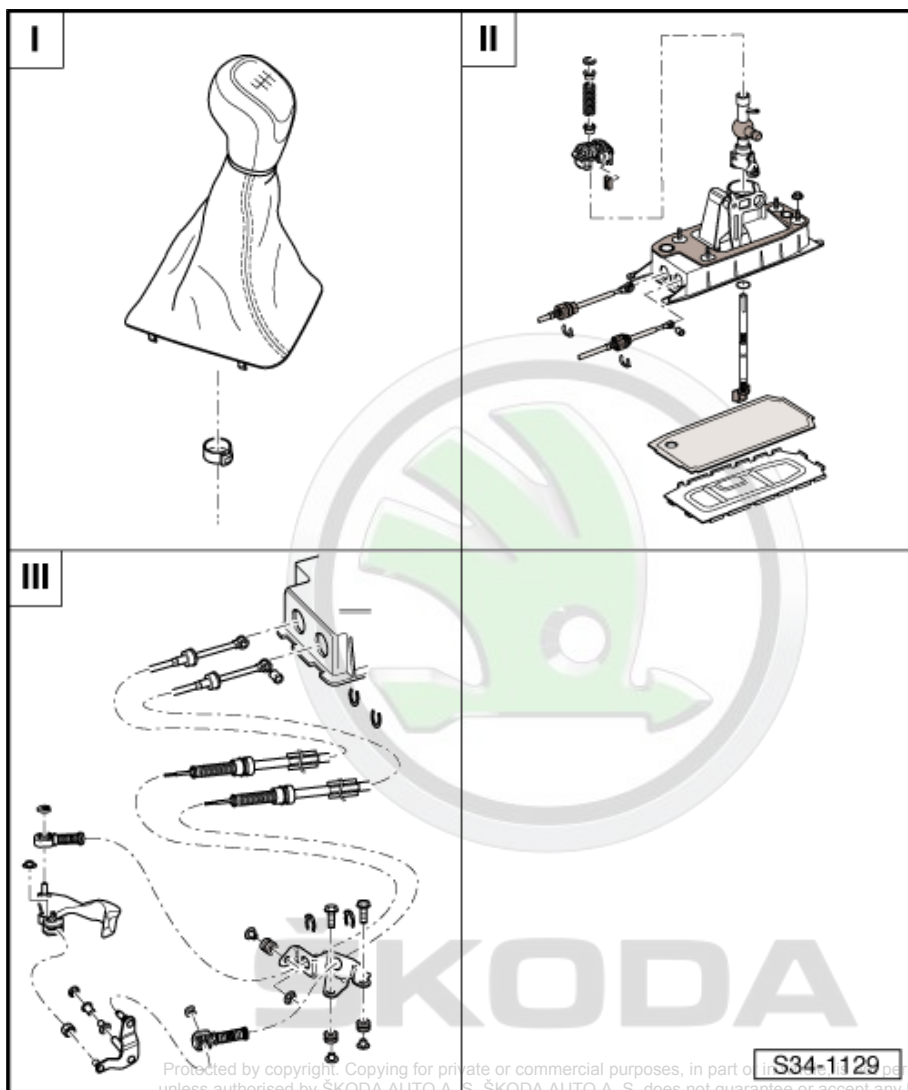
⇒ *"1.8 Summary of components - gearshift knob with shift lever collar (Superb II)", page 112*

II - Summary of components - Gearshift mechanism

⇒ *"1.17 Summary of components - Gearshift mechanism (Superb II)", page 124*

III - Summary of components - Control cables

⇒ *"1.22 Summary of components - Control cables (Superb II)", page 140*



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1.5 Summary of components (Yeti)



Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27*.
- ◆ Remove shift mechanism for replacing control cables
⇒ *"1.18 Summary of components - Gearshift mechanism (Yeti)", page 126*.
- ◆ Do not kink the control cables.

I - Summary of components -
gearshift knob with shift lever
collar and cover

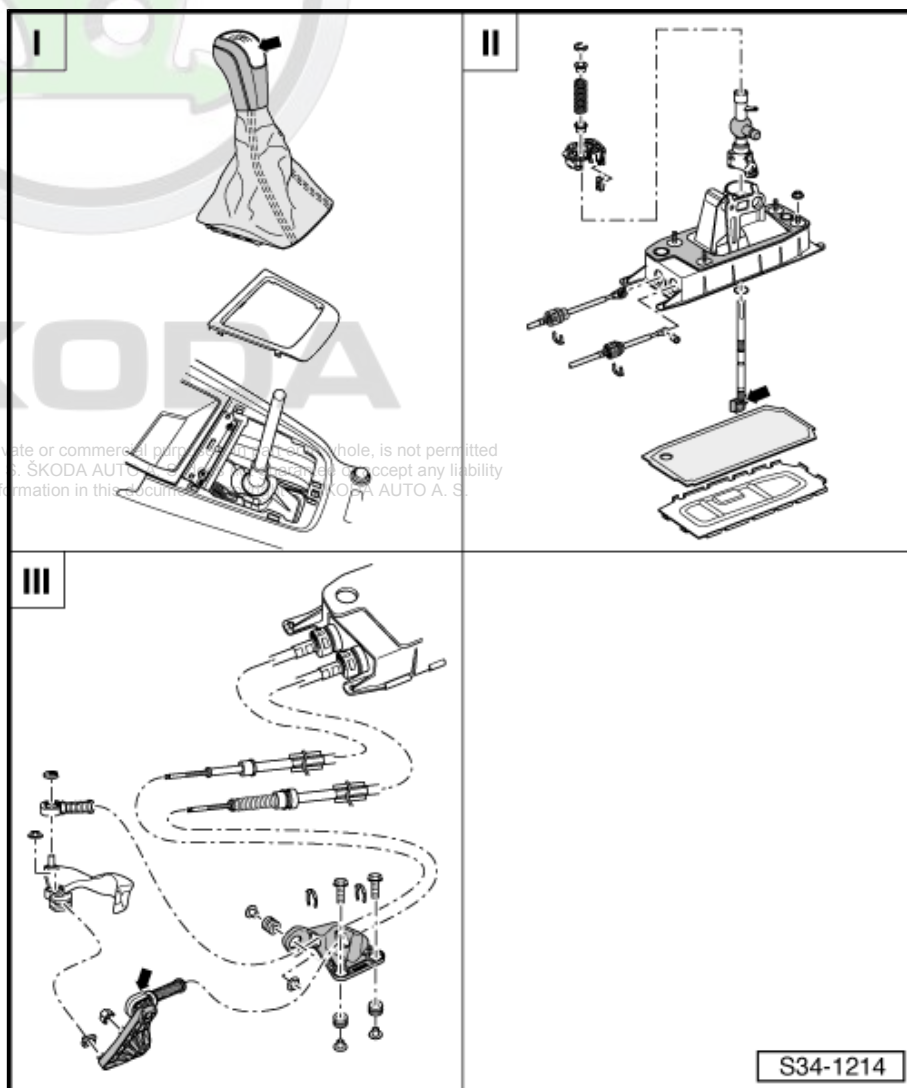
⇒ *"1.9 Summary of components - Gearshift knob with shift lever collar", page 113*.

II - Summary of components -
Gearshift mechanism

⇒ *"1.18 Summary of components - Gearshift mechanism (Yeti)", page 126*

III - Summary of components -
Control cables

⇒ *"1.23 Summary of components - Control cables (Yeti)", page 145*





1.6 Summary of components - gearshift knob with shift lever collar (Octavia II)

1 - Gearshift knob

- ☐ with collar
- ☐ The gearshift knob and collar can be separated from each other on certain vehicles:
 - ◆ for the removal. carefully press off the warm-type clamp using a screwdriver
 - ◆ for the installation. press the warm-type clamp onto the gearshift knob/collar and lock in place
- ☐ Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing ⇒ ["1.10 Removing and installing gearshift knob with shift lever collar \(Octavia II\)", page 113](#)

2 - Collar

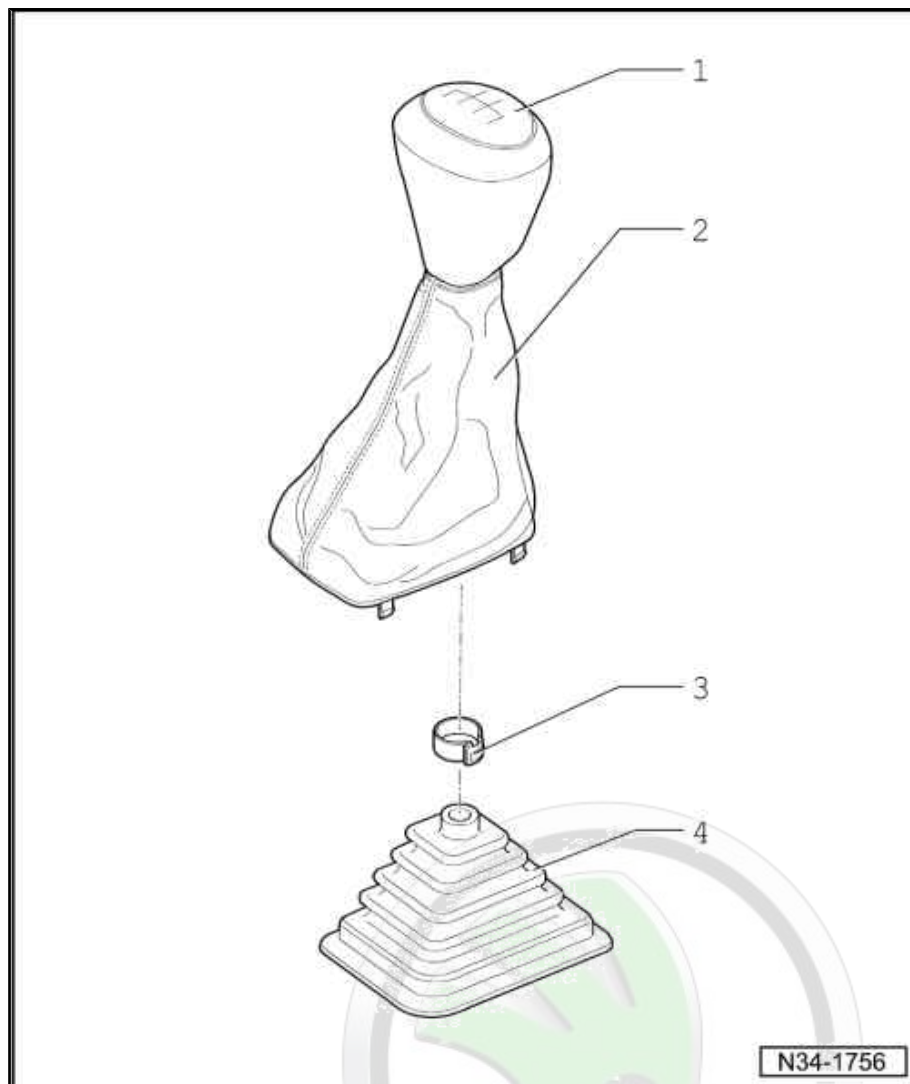
- ☐ can be separated from the gearshift knob on certain vehicles
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

3 - Clamp

- ☐ For securing gearshift knob to gear lever
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

4 - Noise insulation

- ☐ not fitted to all vehicles
- ☐ Catch pegs are positioned at different distances
- ☐ therefore can only be inserted in one position



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1.7 Summary of components - gearshift knob with shift lever collar (Octavia III)

1 - Gearshift knob

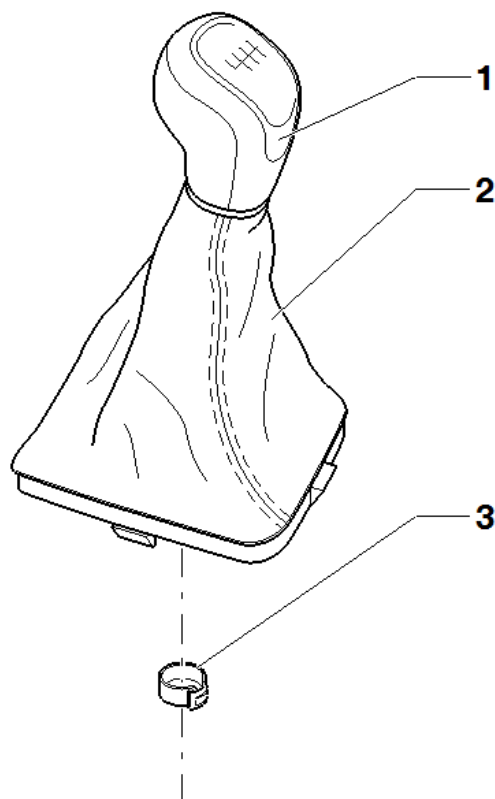
- ☐ with collar
- ☐ the gearshift knob and collar cannot be separated
- ☐ Removing and installing
⇒ ["1.11 Removing and installing gearshift knob with shift lever collar \(Octavia III\)", page 114](#)
- ☐ Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ always replace together
⇒ Electronic Catalogue of Original Parts

2 - Collar

- ☐ with frame

3 - Clamp

- ☐ For securing gearshift knob to gear lever
- ☐ always replace ⇒ Electronic Catalogue of Original Parts



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1.8 Summary of components - gearshift knob with shift lever collar (Superb II)

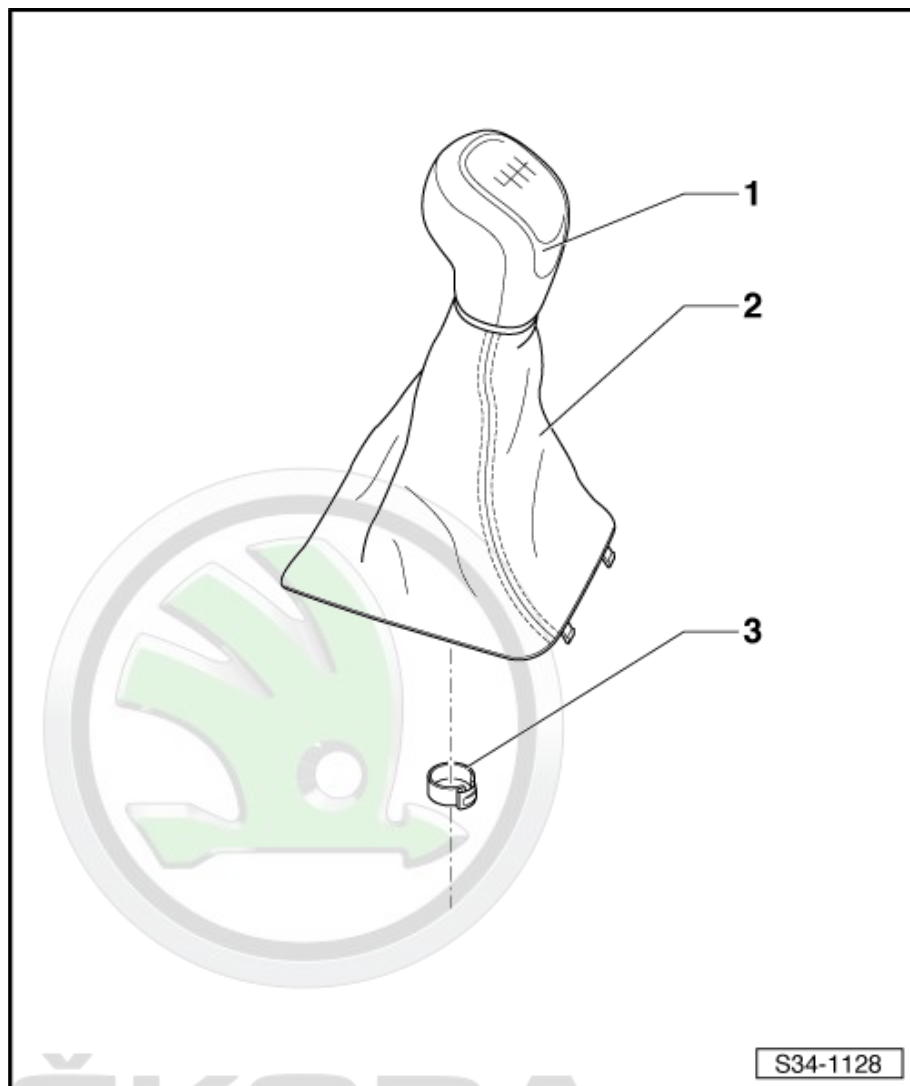
1 - Gearshift knob

- ☐ with collar
- ☐ the gearshift knob and collar cannot be separated
- ☐ Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver
- ☐ Removing and installing
⇒ ["1.12 Removing and installing gearshift knob and shift lever collar \(Superb II\)", page 115](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ always replace together
⇒ Electronic Catalogue of Original Parts

2 - Collar

3 - Clamp

- ☐ For securing gearshift knob to gear lever
- ☐ always replace ⇒ Electronic Catalogue of Original Parts



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1.9 Summary of components - Gearshift knob with shift lever collar

1 - Gearshift knob

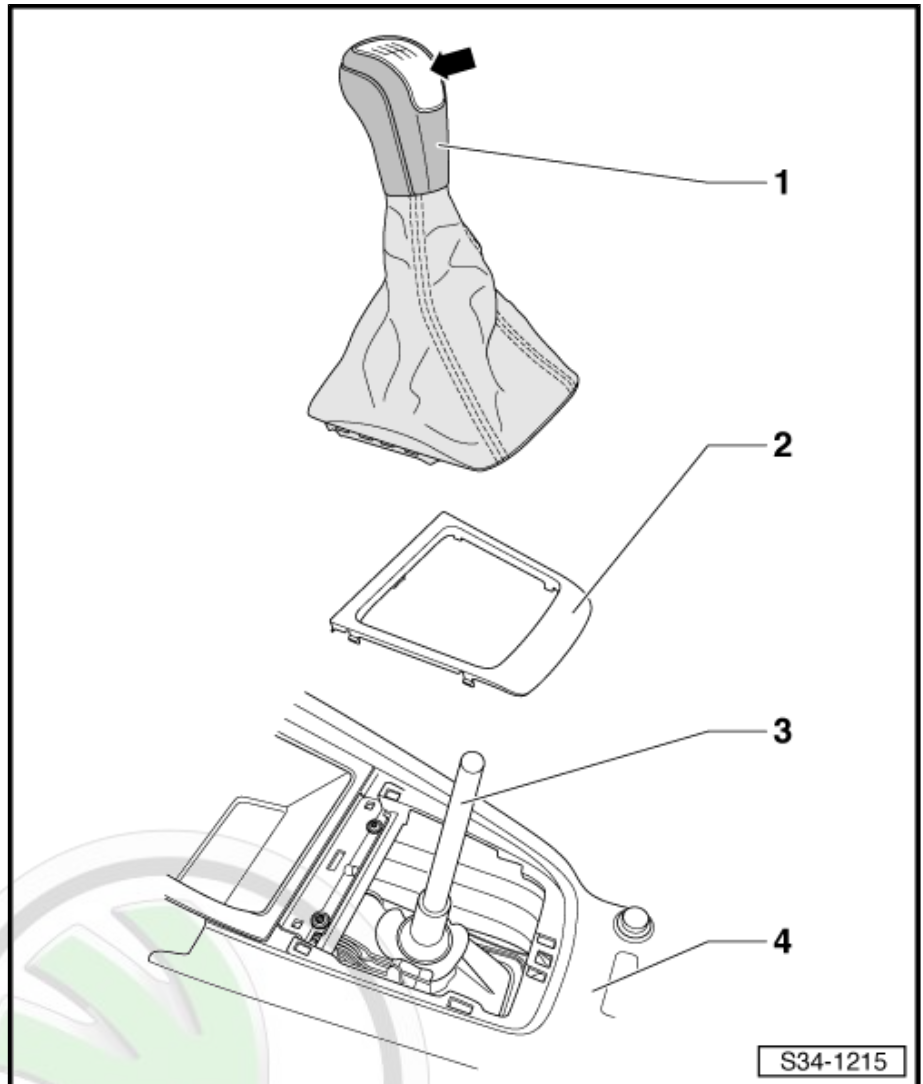
- ☐ with collar
- ☐ the gearshift knob and collar cannot be separated
- ☐ Plaque -arrow- of gearshift lever can be separated from the gearshift knob e.g. with a screwdriver
- ☐ always replace together
⇒ Electronic Catalogue of Original Parts
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing
⇒ ["1.13 Removing and installing gearshift knob with shift lever collar \(Yeti\)", page 116](#)

2 - Cover

- ☐ for centre console
- ☐ lever off from the centre console with the release tool - T30098-

3 - Shift lever

4 - Centre console



1.10 Removing and installing gearshift knob with shift lever collar (Octavia II)

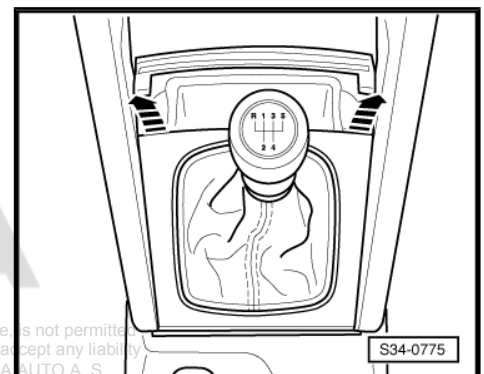
- Lever the collar upwards and out of centre console surround -arrows-.



Note

To do so, the release tool - T30098- can be used.

- Pull collar upwards, inside out over gear knob.



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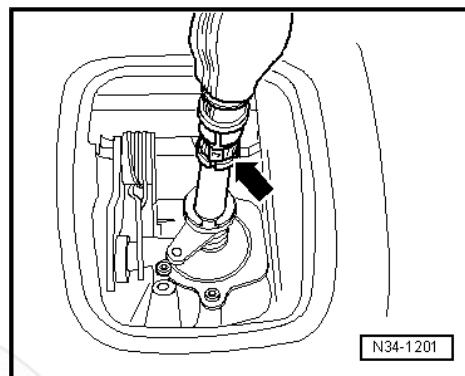


- Open clamp -arrow- and pull off gearshift knob together with the collar.

Installing

- Turn collar inside out.
- Insert gearshift knob and collar and compress new collar clamp -arrow-.

When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.



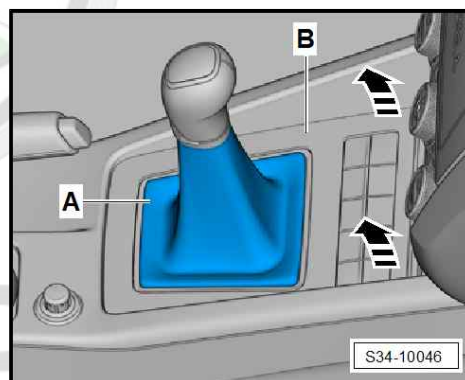
1.11 Removing and installing gearshift knob with shift lever collar (Octavia III)

Special tools and workshop equipment required

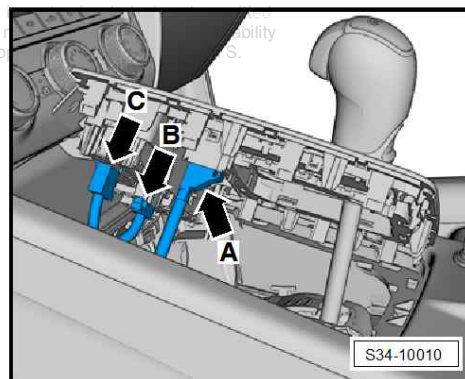
- ◆ Hose strap pliers , e.g. -V.A.G 1275-

Removing

- Lever out collar -A- upwards together with the frame -B- for centre console -arrows-.



- Disconnected connector for the switches attached to the cover for shift mechanism arrows -B- and -C-.
- Pull collar upwards, inside out over gear knob.



- Open clamp -arrow- and pull off gearshift knob together with the collar.

Installing

Installation is performed in the reverse order, while paying attention to the following:

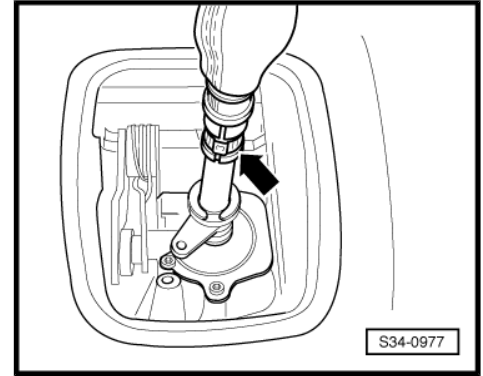
- Press the gearshift knob together with the collar as far as the stop onto the shift lever.



Note

When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.

- Attach gearshift knob with new clamp -arrow- onto gearshift lever using hose binding claw .

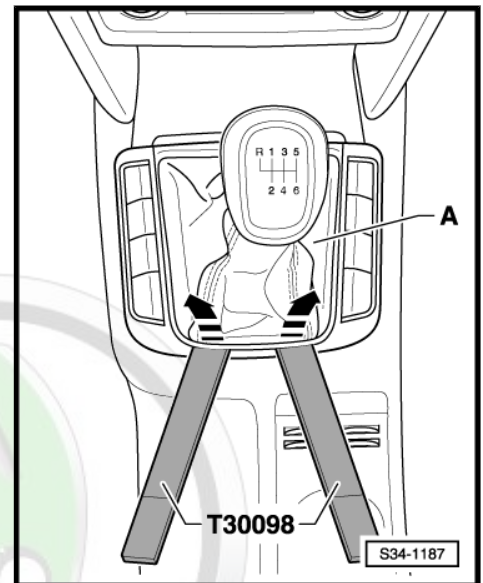


1.12 Removing and installing gearshift knob and shift lever collar (Superb II)

Special tools and workshop equipment required

- ◆ Release tool - T30098-

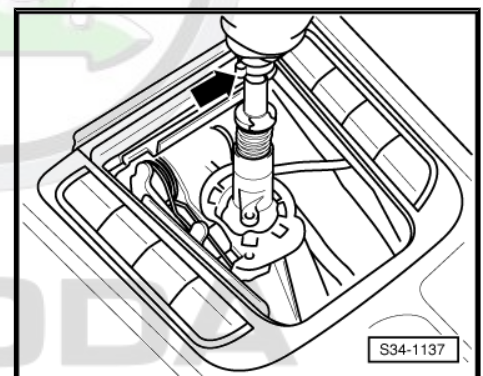
- Lever the collar -A- upwards and out of the centre console surround using the release tool - T30098- -arrows-.
- Pull collar upwards, inside out over gear knob.



- Open clamp -arrow- and pull off gearshift knob together with the collar.

Installing

- Turn collar inside out.

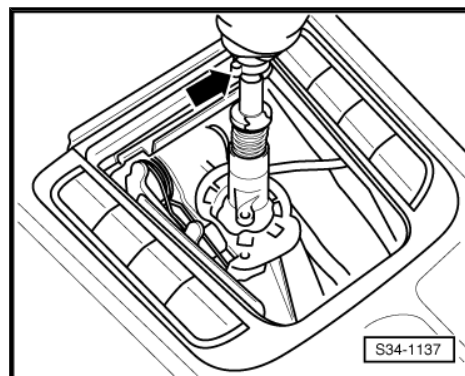


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- Insert gearshift knob and collar and compress new collar clamp -arrow-.

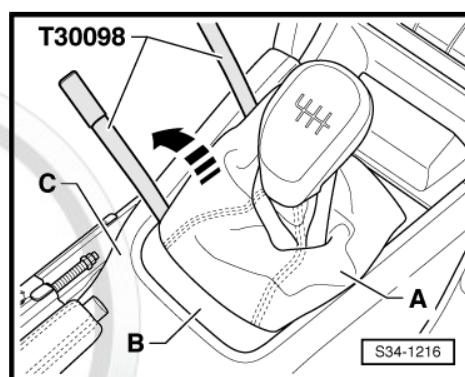
When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.



1.13 Removing and installing gearshift knob with shift lever collar (Yeti)

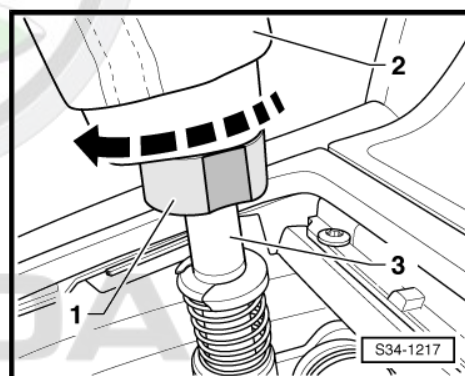
Special tools and workshop equipment required

- ◆ Release tool - T30098-
- Lever the collar -A- together with the surround -B- off the centre console -C- using the release tool - T30098- in the -direction of arrow-.
- Pull collar upwards, inside out over gear knob.

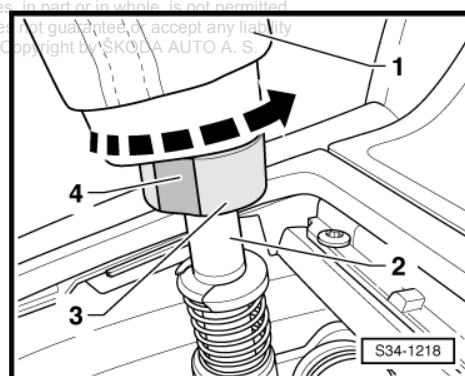


- Turn locking mechanism -1- 45° to the right -direction of arrow-.
- Pull off the gearshift knob together with the collar -2- from the shift lever -3-.

Installing



- Turn collar -1- inside out.
- Push the gearshift knob together with the collar -1- as far as the stop onto the shift lever -2-.
- Turn locking mechanism -1- 45° to the left -direction of arrow-. While doing so, the surface -4- must point to the driver or front passenger seat.



1.14 Summary of components - gearshift mechanism (Octavia II up to 10/2006)



Note

Grease bearing and friction surfaces with grease - G 000 450 02- .

1 - Circlip

- ☐ Removing and installing
⇒ [page 118](#)

2 - Sleeve

3 - Spring

4 - Sleeve

5 - 5 Nm

6 - Cover

7 - Damping

8 - Damping

9 - Bearing shell

10 - Shift lever guide

11 - Insulating washer

12 - Gasket

- ☐ between shift housing and body
- ☐ self-adhesive
- ☐ stick onto shift housing

13 - Shift lever

14 - Shift housing

15 - Bushing

16 - Bearing shaft

17 - Guide bushing

18 - Spring

- ☐ installing ⇒ [page 119](#)

19 - Selector angle plate

20 - Screw

- ☐ 5 Nm

21 - Gasket

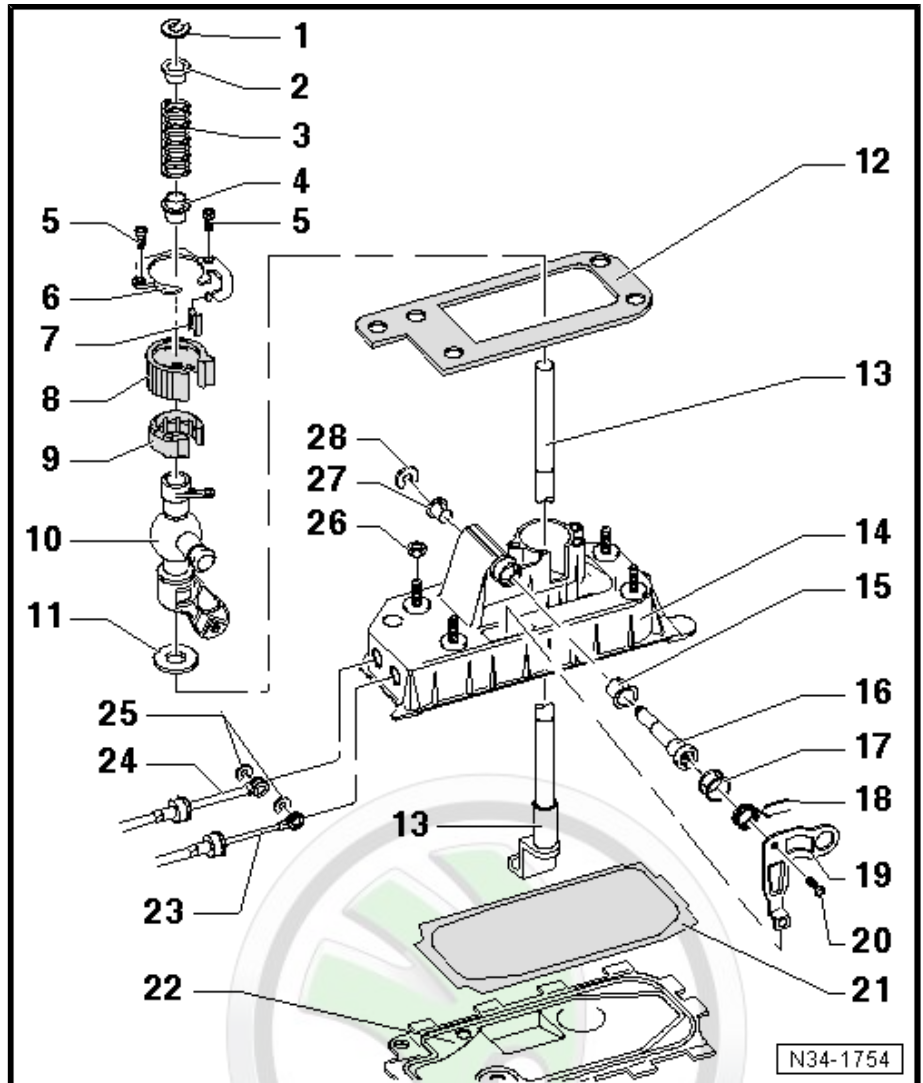
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

22 - Floor plate

- ☐ bend up tabs for removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

23 - Selector cable

- ☐ Removing and installing
⇒ ["1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)", page 167](#)
- ☐ Dismantle from the selection angle and reassemble ⇒ [page 118](#)





24 - Shift cable

- ☐ Removing and installing
⇒ ["1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)", page 167](#)
- ☐ remove and install from the shift lever guide Pos. 10 ⇒ [page 118](#)

25 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

26 - Nut

- ☐ Qty. 4
- ☐ 8 Nm

27 - Bushing

- ☐ fits in one position only

28 - Circlip

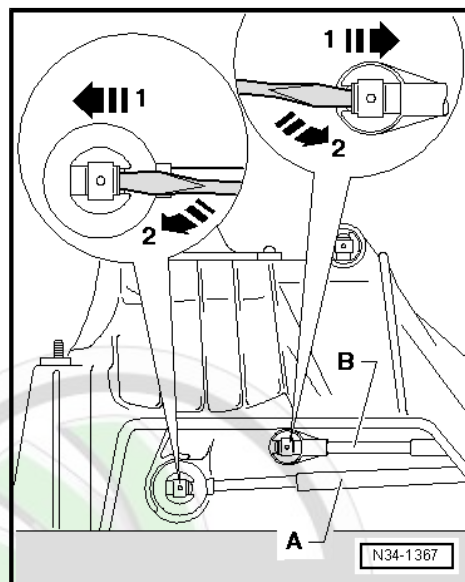
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

Detaching and attaching selector cable and shift cable

- Remove lock washer from shift cable -A- and selector cable -B-.

To do so lift the tab with a screwdriver -arrow 1- and press off lock washer -arrow 2-.

- Remove shift cable -A- from the support of the gearshift lever.
- Remove selector cable -B- from the support of the selector angle plate.



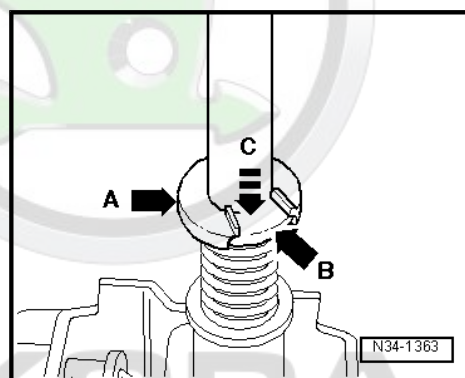
Removing and installing circlip

- To remove and install the lock washer -arrow A- press sleeve -arrow B- with a screwdriver up to the stop in -direction of arrow C- and detach lock washer.



Note

- ◆ Do not twist bushing when pressing down.
- ◆ Mounting slot in shift lever for lock washer must be visible.
- ◆ Release spring carefully.



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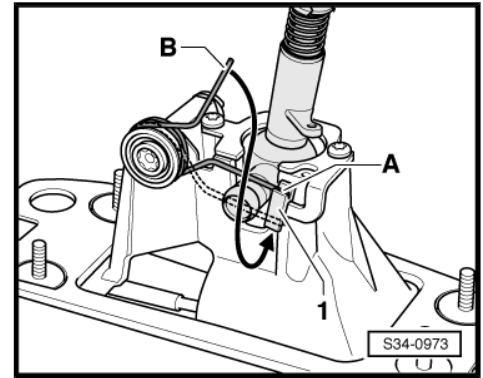
Install spring

- Insert the clamp -A- of the pressure spring from the top into the guide -1-.
- Press the clamp -B- of the pressure spring downwards and insert from the bottom into the guide.



Note

The illustration shows without the removed selector angle plate.



1.15 Summary of components - gearshift mechanism (Octavia II as of 11/2006)



Note

Grease bearing and friction surfaces with grease - G 000 450 02- .

1 - Floor plate

- ☐ bend up tabs for removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

2 - Gasket

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

3 - Shift lever

- ☐ can be installed or removed with integrated shift lever guide pos. 15

4 - Insulating washer

- ☐ push up to the stop-arrow- onto the shift lever

5 - Circlip

- ☐ do not damage cables when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

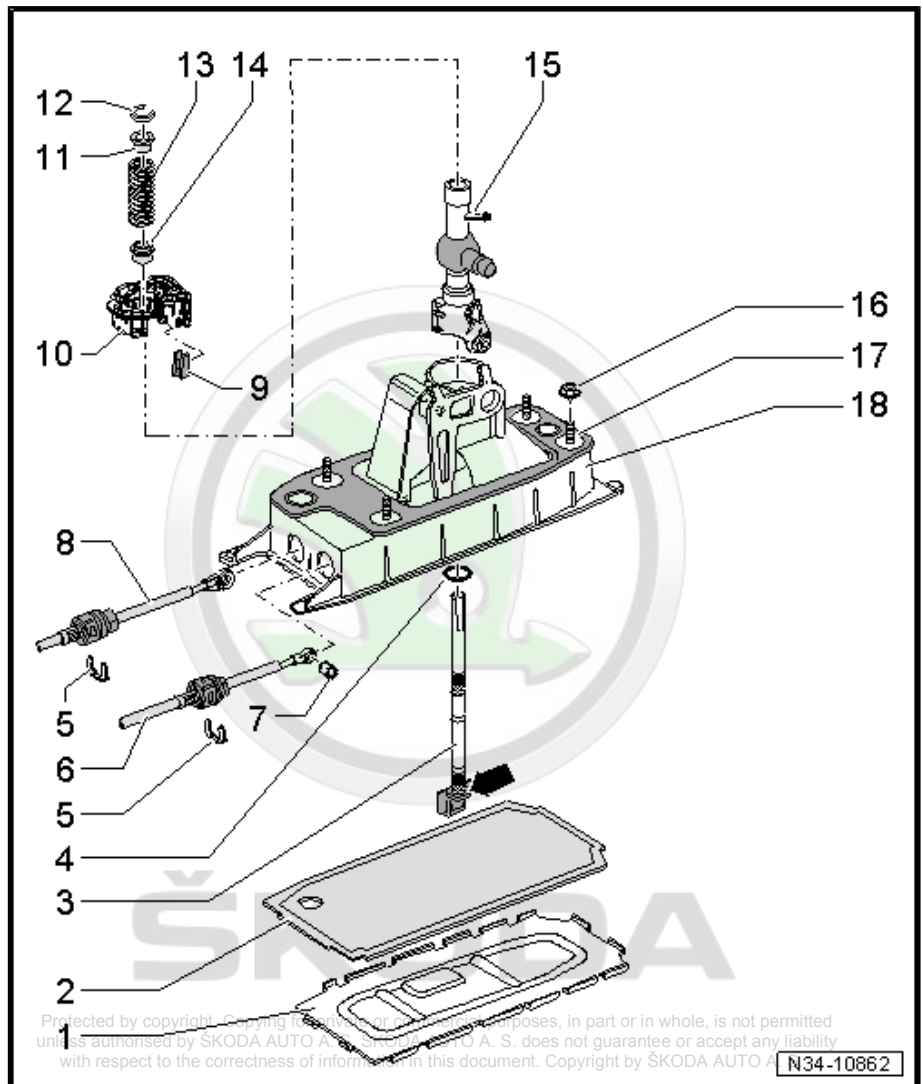
6 - Selector cable

- ☐ lever off from selector angle plate
- ☐ press onto gate selector lever inside selector mechanism

- ☐ Removing and installing ⇒ ["1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)", page 167](#)

- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 105](#)

- ☐ Adjust ⇒ ["1.33 Setting the shift mechanism", page 174](#)





7 - Bush for selector cable

8 - Shift cable

- ☐ lever off from the shift lever guide
- ☐ press onto the shift lever guide within the shift mechanism
- ☐ Removing and installing
⇒ [“1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)”, page 167](#)
- ☐ Fitting position ⇒ [“1.1 Fitting location of shift mechanism”, page 105](#)
- ☐ Adjust ⇒ [“1.33 Setting the shift mechanism”, page 174](#)

9 - Damping

- ☐ Removing and installing ⇒ [page 121](#)

10 - Bearing shell

- ☐ is damaged when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

11 - Sleeve

12 - Circlip

- ☐ Removing and installing ⇒ [page 121](#)

13 - Spring

- ☐ Removing and installing ⇒ [page 121](#)

14 - Sleeve

15 - Shift lever guide

16 - Nut

- ☐ Qty. 4
- ☐ M6 = 8 Nm
- ☐ M8 = 25 Nm

17 - Gasket

- ☐ between shift housing and body
- ☐ self-adhesive
- ☐ stick onto shift housing

18 - Shift housing

- ☐ with pressure spring and selector angle
- ☐ Pressure spring and selector angle cannot be removed

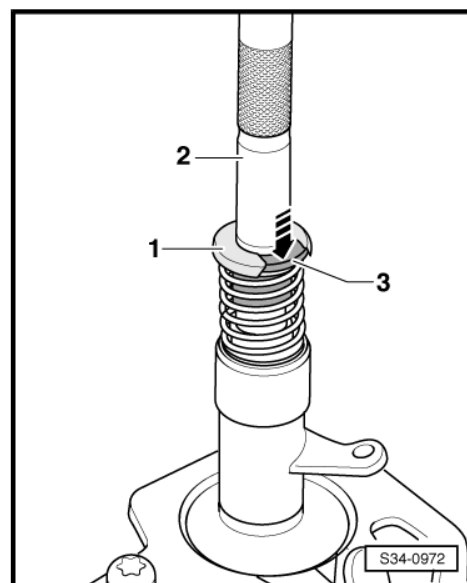


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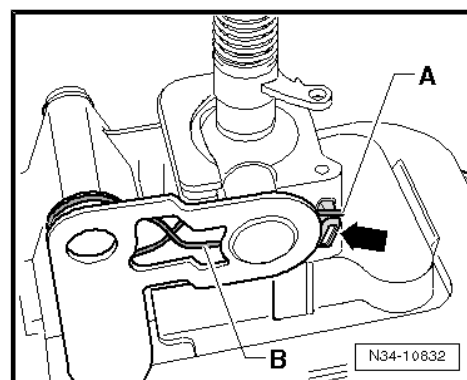
Removing and installing circlip

- Hold the gearshift lever -2-.
- Press the bushing -3- in the -direction of the arrow-.
- Take off circlip -1-.



Removing and installing damping -arrow-

- Press the pressure spring arm -A- as far as possible to the left until it is located outside the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damper. the pressure spring legs -A- and -B- must rest on the damper -arrow-.



1.16 Summary of components - Gearshift mechanism (Octavia III)



Note

Grease bearing and friction surfaces with grease - G 000 450 02- .



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**1 - Floor plate**

- ☐ bend up tabs for removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

2 - Gasket

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

3 - Shift lever

- ☐ can be installed or removed with integrated shift lever guide pos. 15

4 - Insulating washer

- ☐ push up to the stop -arrow- onto the shift lever

5 - Circlip

- ☐ do not damage cables when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

6 - Selector cable

- ☐ lever off from selector angle plate
- ☐ press onto gate selector lever inside selector mechanism

- ☐ Removing and installing ⇒ ["1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)", page 167](#)

- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 105](#)

- ☐ Adjust ⇒ ["1.33 Setting the shift mechanism", page 174](#)

7 - Bush for selector cable**8 - Shift cable**

- ☐ lever off from the shift lever guide
- ☐ press onto the shift lever guide within the shift mechanism
- ☐ Removing and installing ⇒ ["1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)", page 167](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 105](#)
- ☐ Adjust ⇒ ["1.33 Setting the shift mechanism", page 174](#)

9 - Damping

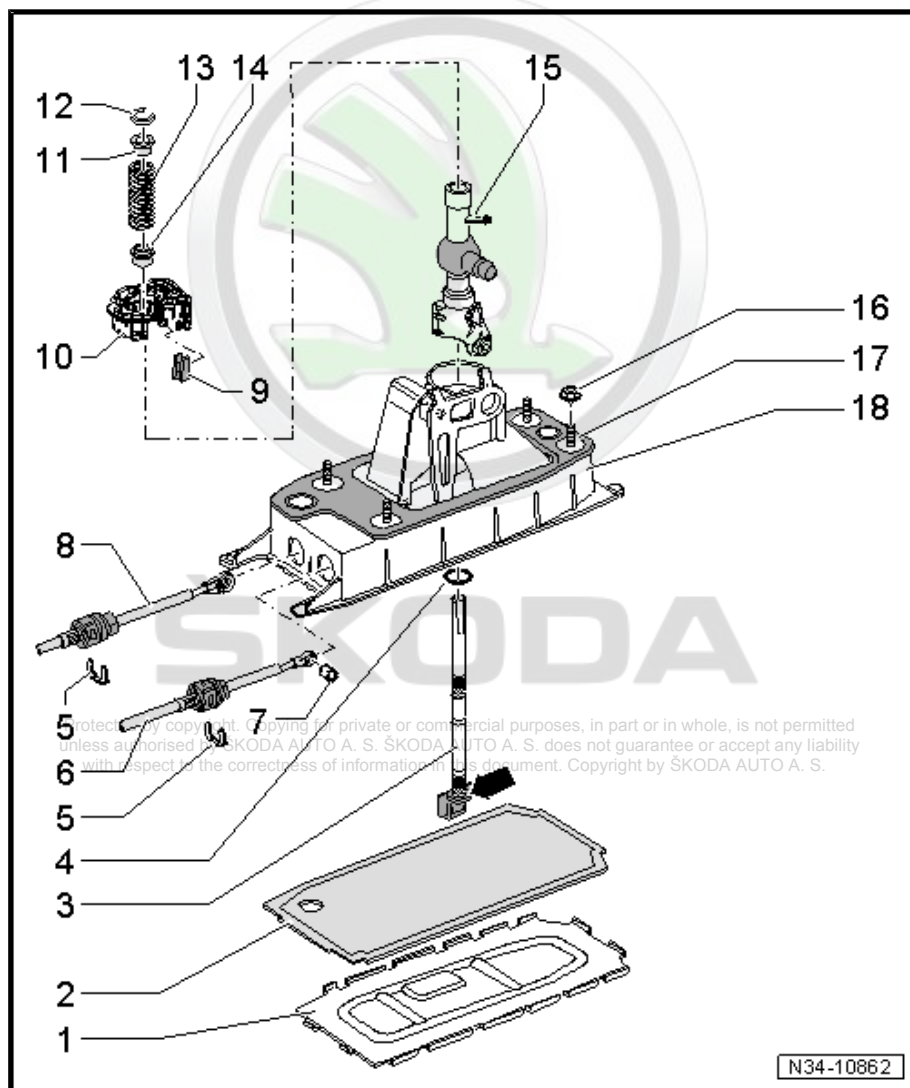
- ☐ Removing and installing ⇒ [page 123](#)

10 - Bearing shell

- ☐ is damaged when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

11 - Sleeve**12 - Circlip**

- ☐ Removing and installing ⇒ [page 123](#)



13 - Spring

- ☐ Removing and installing ⇒ [page 123](#)

14 - Sleeve

15 - Shift lever guide

16 - Nut

- ☐ Qty. 4
- ☐ M6 = 8 Nm
- ☐ M8 = 25 Nm

17 - Gasket

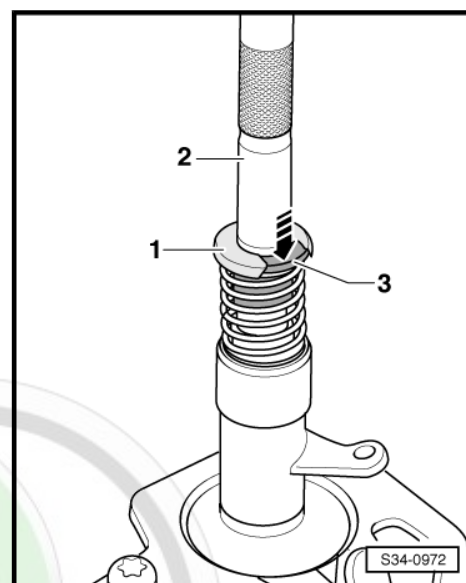
- ☐ between shift housing and body
- ☐ self-adhesive
- ☐ stick onto shift housing

18 - Shift housing

- ☐ with pressure spring and selector angle
- ☐ Pressure spring and selector angle cannot be removed

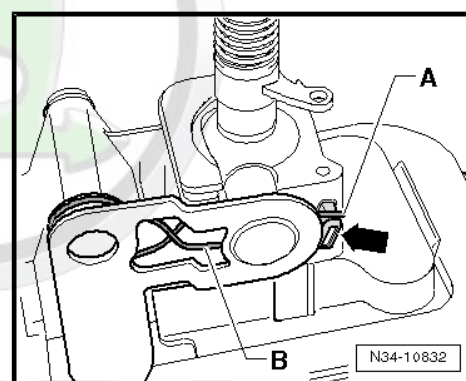
Removing and installing circlip

- Hold the gearshift lever -2-.
- Press the bushing -3- in the -direction of the arrow-.
- Take off circlip -1-.



Removing and installing damping -arrow-

- Press the pressure spring arm -A- as far as possible to the left until it is located outside the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damper. the pressure spring legs -A- and -B- must rest on the damper -arrow-.





1.17 Summary of components - Gearshift mechanism (Superb II)



Note

Grease bearing and friction surfaces with grease - G 000 450 02- .

1 - Floor plate

- ☐ bend up tabs for removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

2 - Gasket

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

3 - Shift lever

- ☐ can be installed or removed with integrated shift lever guide pos. 15

4 - Insulating washer

- ☐ push up to the stop -arrow- onto the shift lever
- ☐ in case of damage replace ⇒ Electronic Catalogue of Original Parts

5 - Locking clip

- ☐ do not damage cable when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

6 - Selector cable

- ☐ Removing and installing ⇒ ["1.31 Removing and installing shift mechanism and selector cable \(Superb II\)", page 171](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 105](#)
- ☐ Adjust ⇒ ["1.33 Setting the shift mechanism", page 174](#)

7 - Bush for selector cable

8 - Shift cable

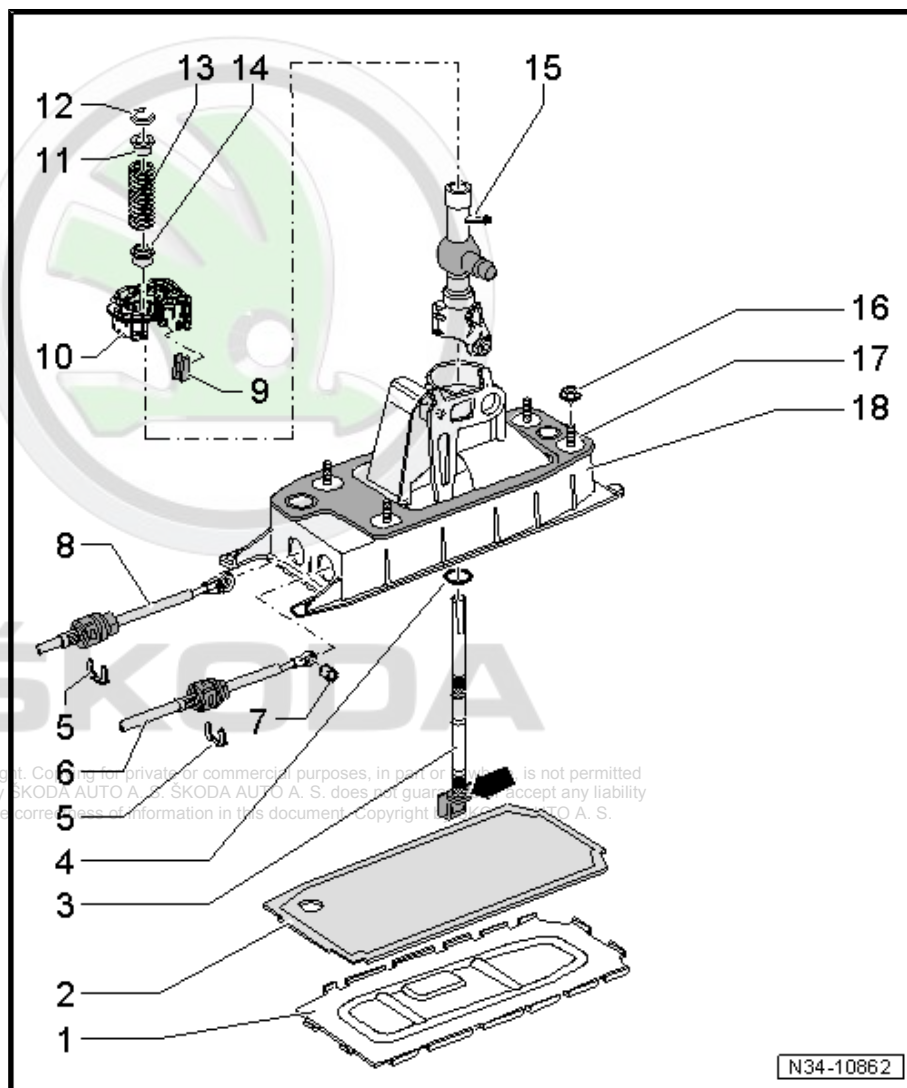
- ☐ Removing and installing ⇒ ["1.31 Removing and installing shift mechanism and selector cable \(Superb II\)", page 171](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 105](#)
- ☐ Adjust ⇒ ["1.33 Setting the shift mechanism", page 174](#)

9 - Damping

- ☐ Removing and installing ⇒ [page 125](#)

10 - Bearing shell

- ☐ Removing and installing ⇒ ["1.19 Disassembling and assembling the gearshift mechanism \(as of 11.2006\)", page 128](#)



- ☐ when removing. the catches of the bearing shell are usually damaged
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

11 - Sleeve

12 - Circlip

- ☐ Removing and installing ⇒ [page 125](#)

13 - Spring

- ☐ Removing and installing ⇒ [page 125](#)

14 - Sleeve

15 - Shift lever guide

- ☐ Removing and installing
⇒ [“1.19 Disassembling and assembling the gearshift mechanism \(as of 11.2006\)”](#), page 128

16 - Nut

- ☐ Qty. 4
- ☐ M6 = 8 Nm
- ☐ M8 = 25 Nm

17 - Gasket

- ☐ between shift housing and body
- ☐ self-adhesive
- ☐ stick onto shift housing

18 - Shift housing

- ☐ with pressure spring and selector angle
- ☐ Pressure spring and selector angle cannot be removed

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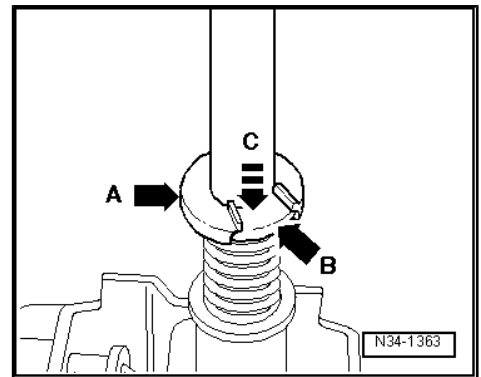
Removing and installing circlip

- To remove and install the lock washer -arrow A- press sleeve -arrow B- with a screwdriver up to the stop in -direction of arrow C- and detach lock washer.



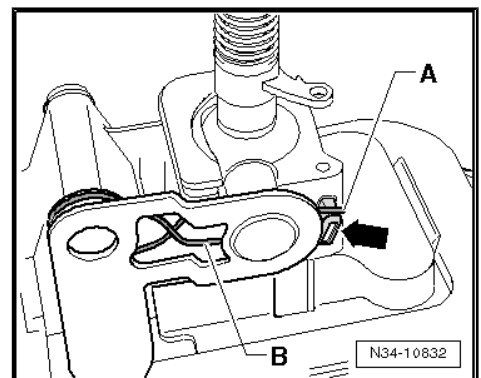
Note

- ◆ Do not twist bushing when pressing down.
- ◆ Mounting slot in shift lever for lock washer must be visible.
- ◆ Release spring carefully.



Removing and installing damping -arrow-

- Press the pressure spring arm -A- as far as possible to the left until it is located outside the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damper. the pressure spring legs -A- and -B- must rest on the damper -arrow-.





1.18 Summary of components - Gearshift mechanism (Yeti)



Note

Grease bearing and friction surfaces with grease - G 000 450 02- .

1 - Floor plate

- ☐ bend up tabs for removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

2 - Gasket

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

3 - Shift lever

- ☐ can be installed or removed with integrated shift lever guide pos. 15

4 - Insulating washer

- ☐ push up to the stop -arrow- onto the shift lever

5 - Circlip

- ☐ do not damage cables when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

6 - Selector cable

- ☐ lever off from selector angle plate
- ☐ press onto selector angle plate within the shift mechanism
- ☐ Removing and installing ⇒ ["1.32 Removing and installing shift cable and selector cable \(Yeti\)", page 173](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 105](#)
- ☐ Adjust ⇒ ["1.33 Setting the shift mechanism", page 174](#)

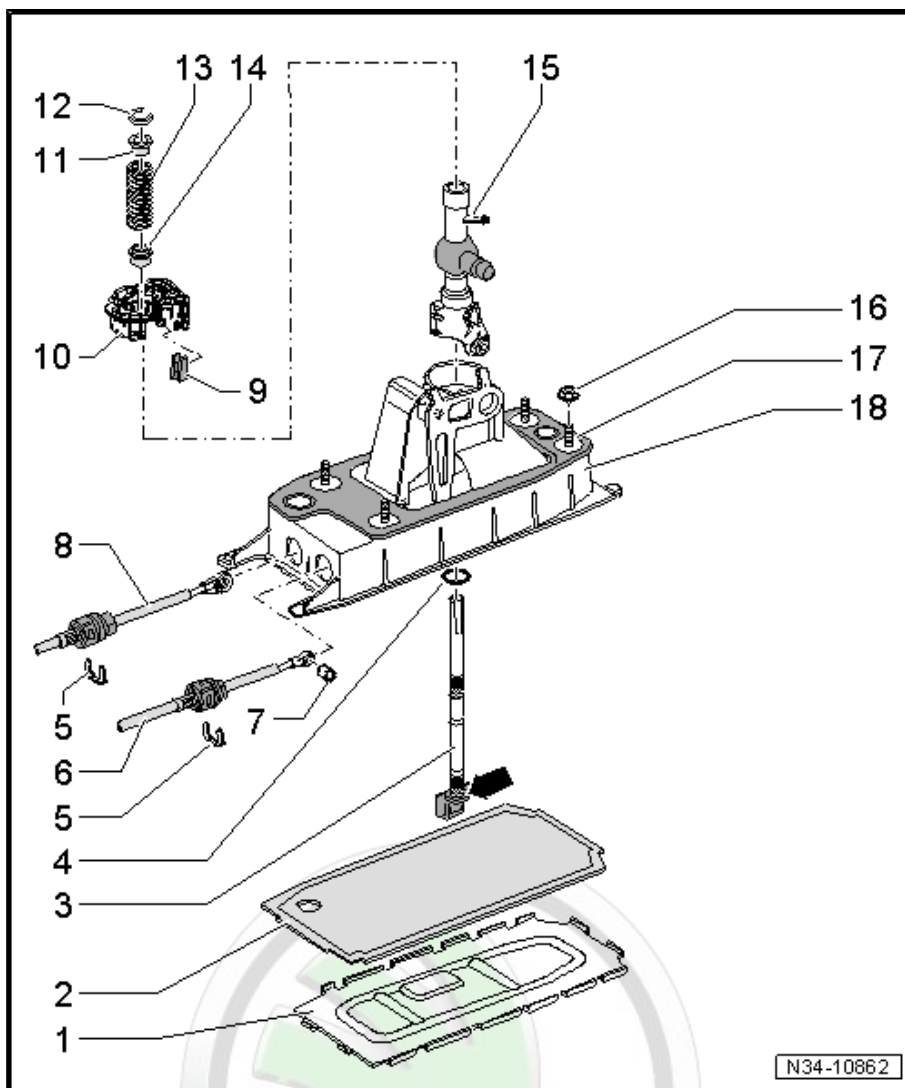
7 - Bush for selector cable

8 - Shift cable

- ☐ lever off from the shift lever guide
- ☐ press onto the shift lever guide within the shift mechanism
- ☐ Removing and installing ⇒ ["1.32 Removing and installing shift cable and selector cable \(Yeti\)", page 173](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 105](#)
- ☐ Adjust ⇒ ["1.33 Setting the shift mechanism", page 174](#)

9 - Damping

- ☐ Removing and installing ⇒ [page 128](#)



N34-10862

10 - Bearing shell

- ☐ is damaged when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

11 - Sleeve

12 - Circlip

- ☐ Removing and installing ⇒ [page 127](#)

13 - Spring

- ☐ Removing and installing ⇒ [page 127](#)

14 - Sleeve

15 - Shift lever guide

16 - Nut

- ☐ Qty. 4
- ☐ M6 = 8 Nm
- ☐ M8 = 25 Nm

17 - Gasket

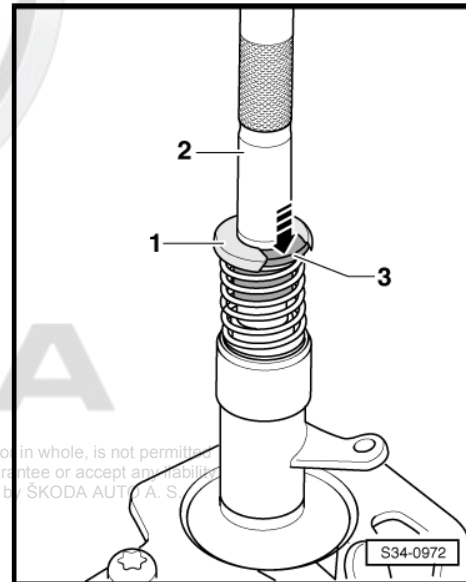
- ☐ between shift housing and body
- ☐ self-adhesive
- ☐ stick onto shift housing

18 - Shift housing

- ☐ with pressure spring and selector angle
- ☐ Pressure spring and selector angle cannot be removed

Removing and installing circlip

- Hold the gearshift lever -2-.
- Press spacer sleeve -3- in -direction of arrow-.
- Take off circlip -1-.

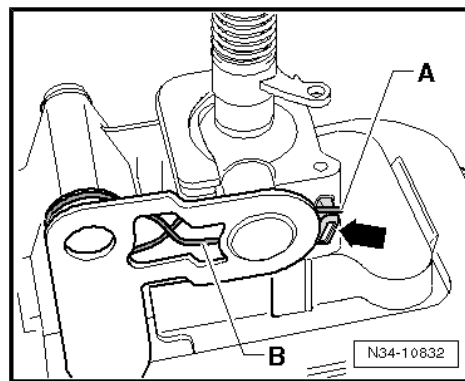


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Removing and installing damping -arrow-

- Press the pressure spring arm -A- as far as possible to the left until it is located outside the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damper, the pressure spring legs -A- and -B- must rest on the damper -arrow-.



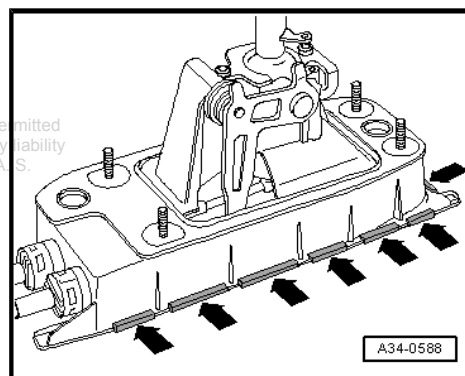
1.19 Disassembling and assembling the gearshift mechanism (as of 11.2006)

Special tools and workshop equipment required

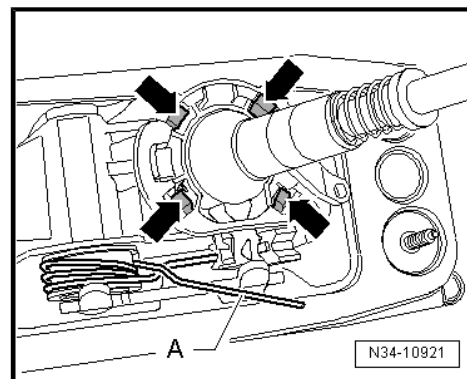
- ◆ Insert base - T10083-
- ◆ Grease - G 000 450 02-

1.19.1 Dismantling

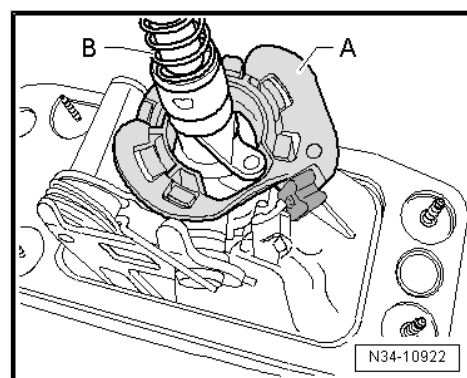
- Remove shift mechanism.
- ◆ Remove and install shift mechanism (Octavia II)
⇒ ["1.25 Removing and installing shift mechanism \(Octavia II\)", page 150](#) .
- ◆ Remove and install shift mechanism (Octavia III)
⇒ ["1.26 Remove and install shift mechanism \(Octavia III\)", page 154](#) .
- ◆ Remove and install shift mechanism (Superb II)
⇒ ["1.27 Removing and installing shift mechanism \(Superb II\)", page 158](#) .
- ◆ Remove and install shift mechanism (Yeti)
⇒ ["1.28 Removing and installing shift mechanism \(Yeti\)", page 162](#) .
- Bend up the tabs -arrows- of the floor plate for shift mechanism with a screwdriver and remove the floor plate; (the tabs in the front area of the floor plate are not shown in the illustration).
- Remove gasket from shift housing.
- Remove the shift cable and selector cable from the shift housing
⇒ ["1.15 Summary of components - gearshift mechanism \(Octavia II as of 11/2006\)", page 119](#) .



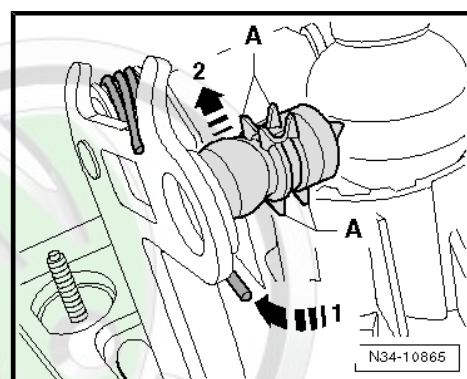
- Lift the upper leg -A- of the pressure spring over the tabs of the selector angle.
- Use a screwdriver to press the catches -arrows- of the bearing shell in direction of the bearing ball for the shift lever guide; if necessary break off the catches -arrows-.



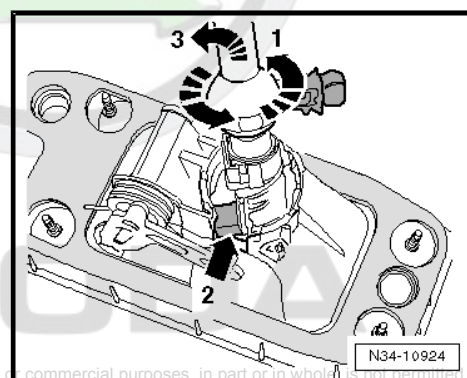
- Lever bearing shell -A- with shift lever guide and shift lever -B- out of the shift housing.
- Then press the bearing shell off the bearing ball for the shift lever guide and remove.



- During further work procedure observe the guides -A-.
- The guides -A- must not break off.
- Lever the lower leg of the pressure spring up to the stop onto the shoulder at the selector angle plate -direction of arrow 1-.
- Now pull up the shift lever guide as far as the stop and pull the ball stud out of the selector angle plate -direction of arrow 2-.



- Then turn the shift lever guide in -direction of arrow 1-.
- The stud -arrow 2- must be located in the recess of the shift housing.
- Afterwards, swivel out the shift lever guide with shift lever in -direction of arrow 3-.



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1.19.2 Assembling

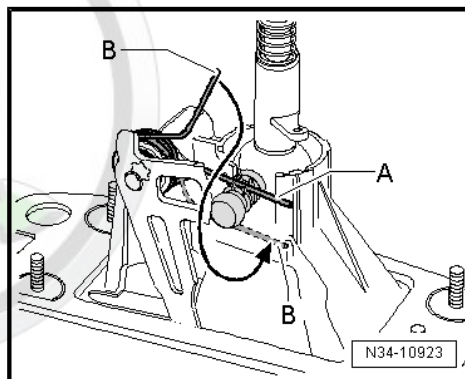


Caution

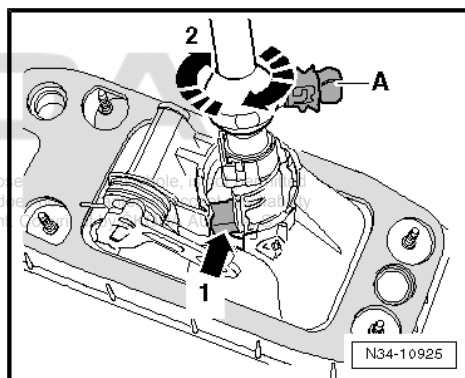
The lower leg of the pressure spring (⇒ [page 129](#)) can jump off uncontrolled from the shoulder of the selector angle during further handling. Thus carefully press down the lower leg from the shoulder of the selector angle plate.

The legs of the pressure spring tighten “crosswise” with a loud noise.

- To slacken, turn around the legs of the pressure spring -A- and -B- towards the right.
- The legs -A- and -B- must point in the opposite direction (shown here for inserted shift lever guide).



- Insert shift lever guide with shift lever into the shift housing.
- The stud -arrow 1- is still located in the recess of the shift housing.
- Turn shift lever guide in -direction of arrow 2-, until the ball stud -A- is above the recess of the shift housing.

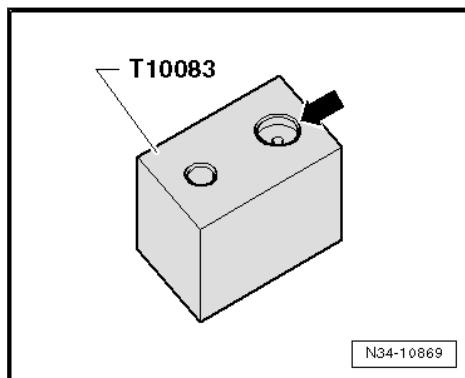


- Position shift housing with shift lever guide into the larger recess -arrow- of the Insert base - T10083- .



Note

If necessary, first of all remove the shift lever so that the shift housing with shift lever guide can be inserted in the insert base .



- The shift lever guide must protrude out of the shift housing as far as the stop.
- Insert the leg -A- of the pressure spring from the top into the guide.
- Pull leg -B- of pressure spring downwards and insert the leg -B- next to the guide (in direction of the spherical head).

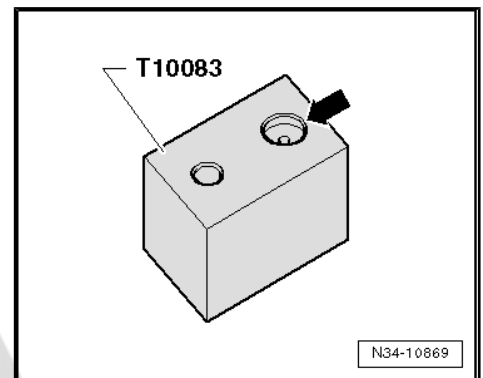
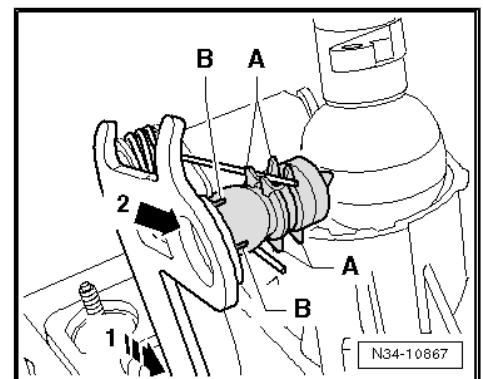
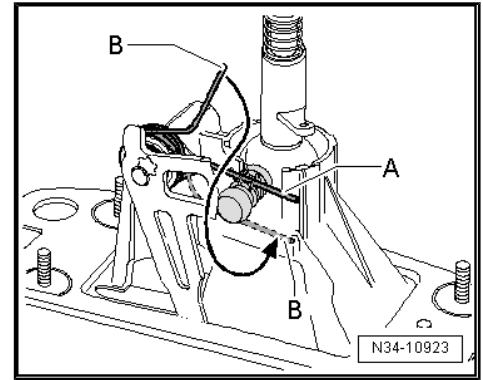


Note

To provide a clearer illustration, the selector angle plate is only partially illustrated.

- Carefully remove shift housing with shift lever guide from the insert base - T10083- .
- Move selector angle plate up to stop to the rear (opposite the location holes for shift and selector cable)
-direction of arrow 1-.
- Grease the ball stud with grease - G 000 450 02- .
- Press the ball stud into the selector angle plate -arrow 2-.
- The guides -A- and the tabs -B- must not be damaged.

- Position shift housing with shift lever guide into the larger recess -arrow- of the Insert base - T10083- .

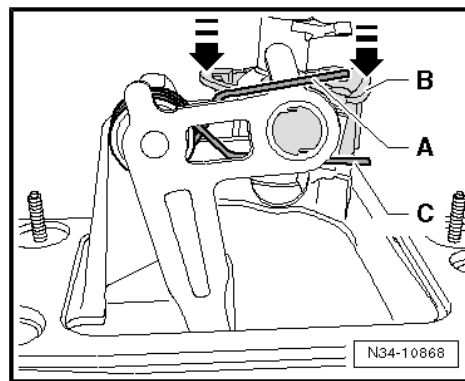


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- The shift lever guide must protrude out of the shift housing as far as the stop.
- Lift the upper leg -A- of the pressure spring over the stud of the selector angle plate.
- Use a new bearing shell -B-.
- Grease the bearing shell and the bearing ball of the shift lever guide with grease - G 000 450 02- .
- Press the bearing shell up to stop onto the bearing ball of the shift lever guide.
- Remove shift housing from the insert base - T10083- .
- Press the bearing shell into the shift housing -arrows-.
- All catch pegs must click audibly.
- Insert the lower leg -C- of the pressure spring into the guide.
- Lift the upper leg -A- of the pressure spring over the stud of the selector angle plate into the guide.



Note

- ◆ *Install the shift lever if it was removed.*
- ◆ *Octavia II*
⇒ ["1.15 Summary of components - gearshift mechanism \(Octavia II as of 11/2006\)", page 119](#)
- ◆ *Octavia III*
⇒ ["1.16 Summary of components - Gearshift mechanism \(Octavia III\)", page 121](#)
- ◆ *Superb II*
⇒ ["1.17 Summary of components - Gearshift mechanism \(Superb II\)", page 124](#)
- ◆ *Yeti*
⇒ ["1.18 Summary of components - Gearshift mechanism \(Yeti\)", page 126](#)

- Install shift cable, selector cable and floor plate.

Octavia II

⇒ ["1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)", page 167](#)

Octavia III

⇒ ["1.30 Remove and install shift mechanism and selector cable \(Octavia III\)", page 170](#)

Superb II

⇒ ["1.31 Removing and installing shift mechanism and selector cable \(Superb II\)", page 171](#)

Yeti

⇒ ["1.32 Removing and installing shift cable and selector cable \(Yeti\)", page 173](#)

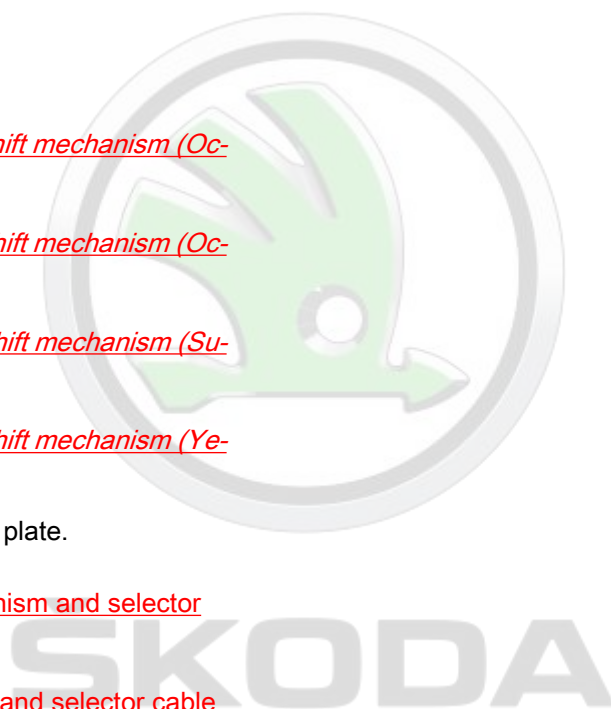
- Install shift mechanism.

Octavia II

⇒ ["1.25 Removing and installing shift mechanism \(Octavia II\)", page 150](#)

Octavia III

⇒ ["1.26 Remove and install shift mechanism \(Octavia III\)", page 154](#)



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Superb II

⇒ [“1.27 Removing and installing shift mechanism \(Superb II\)”](#),
[page 158](#)

Yeti

⇒ [“1.28 Removing and installing shift mechanism \(Yeti\)”](#),
[page 162](#)

1.20 Summary of components - Control cables (Octavia II)



Note

Grease bearing and friction surfaces with grease - G 000 450 02-.

1 - Shift cable

- ☐ connect with cable lock pos. 18
- ☐ Removing and installing
⇒ [“1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)”](#), [page 167](#)
- ☐ Fitting position
⇒ [“1.1 Fitting location of shift mechanism”](#), [page 105](#)
- ☐ as of 11/06 modified attachment on the gearshift lever within the shift mechanism
⇒ [“1.15 Summary of components - gearshift mechanism \(Octavia II as of 11/2006\)”](#), [page 119](#)
- ☐ After installing, set shift mechanism
⇒ [“1.33 Setting the shift mechanism”](#), [page 174](#)

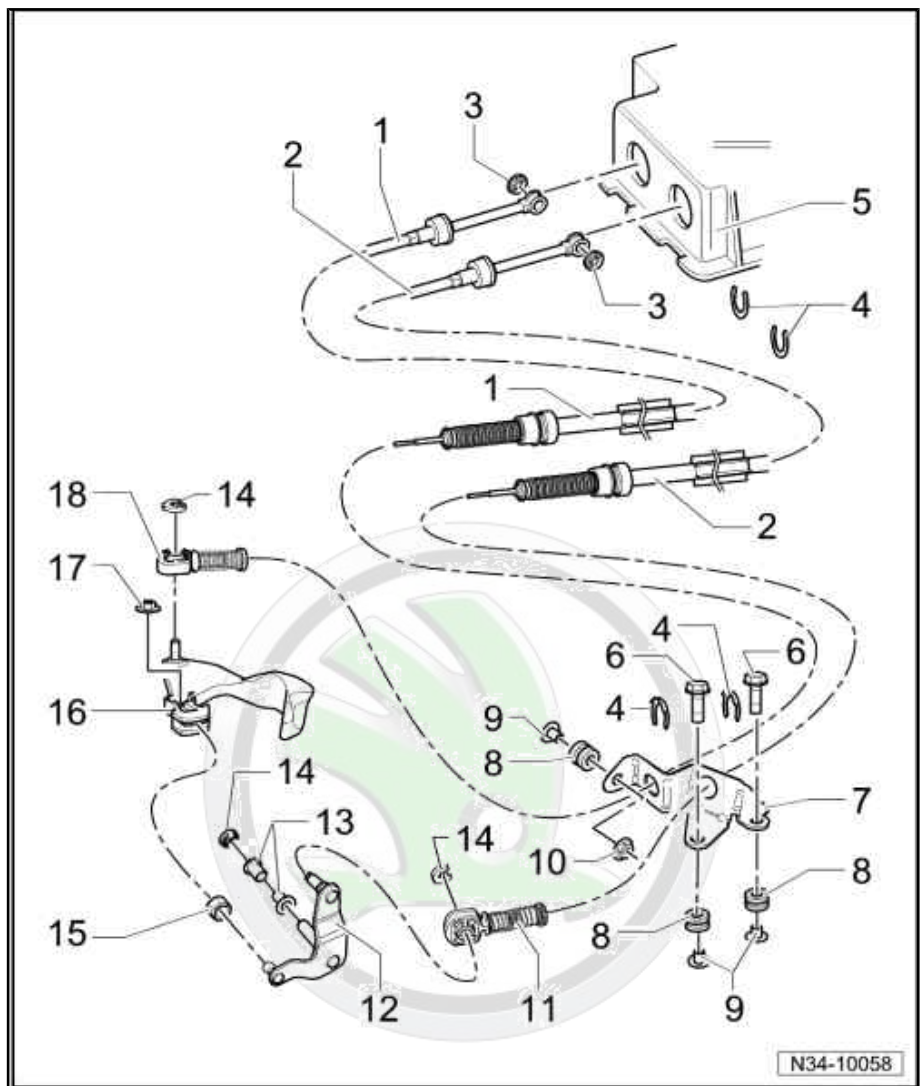
2 - Selector cable

- ☐ connect with cable lock pos. 11
- ☐ Removing and installing
⇒ [“1.29 Removing and installing shift mechanism and selector cable \(Octavia II\)”](#), [page 167](#)
- ☐ Fitting position
⇒ [“1.1 Fitting location of shift mechanism”](#), [page 105](#)

- ☐ as of 11/06 modified attachment on the selection angle within the shift mechanism
⇒ [“1.15 Summary of components - gearshift mechanism \(Octavia II as of 11/2006\)”](#), [page 119](#)
- ☐ After installing, set shift mechanism ⇒ [“1.33 Setting the shift mechanism”](#), [page 174](#)

3 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ no longer applicable
⇒ [“1.15 Summary of components - gearshift mechanism \(Octavia II as of 11/2006\)”](#), [page 119](#) for shift mechanisms as of 11/06



**4 - Circlip**

- ☐ do not damage cables when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

5 - Shift housing**6 - Screw**

- ☐ Qty. 2
- ☐ for cable support
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm

7 - Cable support

- ☐ made out of plastic or metal

8 - Grommet

- ☐ for mounting of cable support to gearbox

9 - Spacer**10 - Nut**

- ☐ for cable support
- ☐ 20 Nm

11 - Cable lock

- ☐ for selector cable to relay lever
- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- ☐ After installing, set shift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)
- ☐ as of 06/2007 it is fitted together with plastic relay lever ⇒ ["1.24 Plastic relay lever", page 149](#)
- ☐ remove from plastic relay lever ⇒ ["1.24.1 Removing and installing plastic relay lever", page 149](#)
- ☐ press onto plastic relay lever ⇒ ["1.24.1 Removing and installing plastic relay lever", page 149](#)
- ☐ Assignment ⇒ [page 135](#)

12 - Relay lever

- ☐ Fitting position ⇒ [page 136](#)
- ☐ After installing, set shift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)
- ☐ made out of plastic or metal
- ☐ The metal relay lever is located in the bushings pos. 13 and secured with a lock washer pos. 14
- ☐ From 06/2007 plastic reversing lever ⇒ ["1.24.1 Removing and installing plastic relay lever", page 149](#)
- ☐ Removing and installing plastic relay lever together with cable lock
⇒ ["1.24.1 Removing and installing plastic relay lever", page 149](#)
- ☐ Bearing bushes pos. 13 and lock washer pos. 14 are not required for plastic relay lever

13 - Bushing

- ☐ is not required, if the relay lever is made of plastic

14 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ is not required, if the relay lever is made of plastic

15 - Sliding shoe**16 - Gearshift lever**

- ☐ with balancing weight
- ☐ insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- ☐ After installing, set shift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)
- ☐ Fitting position ⇒ [page 136](#)
- ☐ as of 06/2006 smaller diameter of the mounting pin for the cable lock ⇒ [page 135](#)

17 - Nut

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 23 Nm

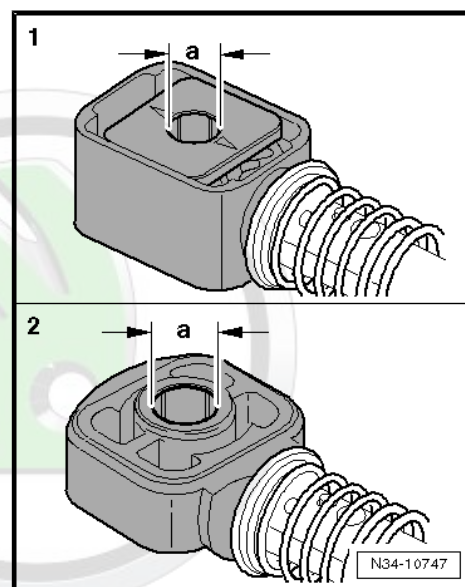
18 - Cable lock

- ☐ for shift cable to gearbox shift lever
- ☐ After installing, set shift mechanism ⇒ [“1.33 Setting the shift mechanism”, page 174](#)
- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- ☐ Assignment ⇒ [page 135](#)

Assignment of the cable locks

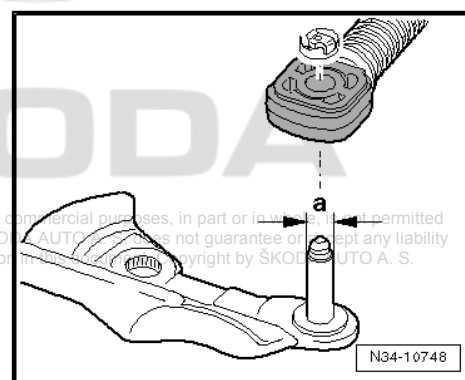
The holes in the cable end-pieces have different diameters.

Cable lock	Dimension “a”
1 - Shift cable at gearbox shift lever from 06/2006	8.5 mm
2. - Shift cable at gearbox shift lever to 05/2006	10 mm
2. - Selector cable at metal relay lever	8 mm
2. - Selector cable on plastic relay lever ⇒ “1.24 Plastic relay lever”, page 149	10 mm



As of 06/2006 smaller diameter of the mounting pin for the cable lock

Mounting pin for the cable lock of the shift cable	Dimension “a”
up to 05.2006	10 mm
from 06.2006	8.5 mm

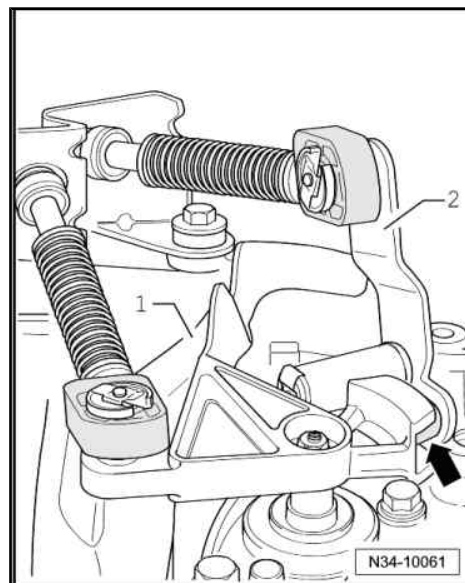


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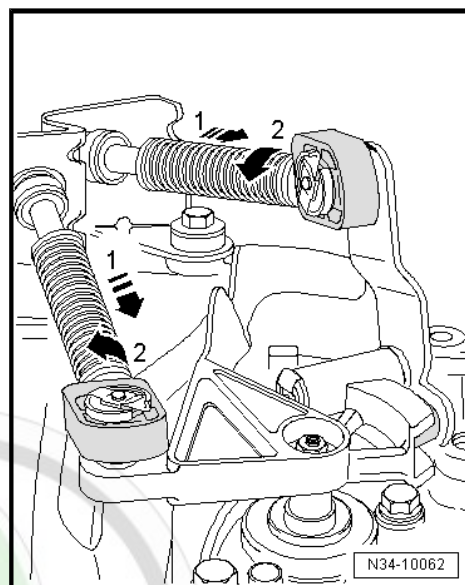
Fitting location of gearbox shift lever/relay lever

- 1 - Gearbox shift lever with balancing weight
- 2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever



1.20.1 Replacing cable lock for shift cable

- Pull forward the locking mechanism at selector cable and at shift cable as far as the stop -direction of arrow 1-. then lock by turning to the left -direction of arrow 2-.



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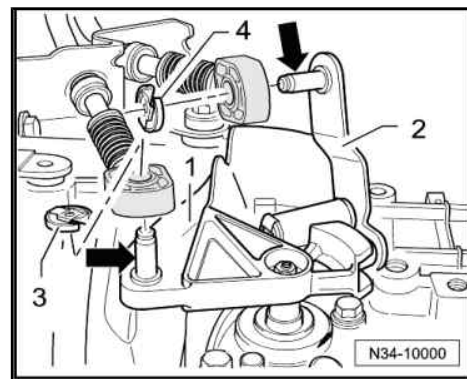
- Remove lock washer -3- for the shift cable from the shifter shaft lever -1-.
- Pull off shift cable from the stud -arrow-.

Metal relay lever

- Remove circlip -4- for selector cable from relay lever -2-.
- Pull off the selector cable from the stud.

Plastic relay lever

- Remove relay lever together with cable lock
⇒ [“1.24 Plastic relay lever”, page 149](#) .
- Lever off cable lock from relay lever
⇒ [“1.24 Plastic relay lever”, page 149](#) .



Continued for all gearshift mechanisms

- Apply a small quantity of grease - G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Replace circlip -3- and circlip -4- for the metal relay lever after each disassembly.
- Secure the shift cable with the lock washer -3- and secure the selector cable with the lock washer -4- for metal relay lever.



Note

If a plastic relay lever is installed. it must be installed together with the cable lock ⇒ [“1.24 Plastic relay lever”, page 149](#) .

Setting the shift mechanism

⇒ [“1.33 Setting the shift mechanism”, page 174](#) .

1.21 Summary of components - Control cables (Octavia III)



Note

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Grease bearing and friction surfaces with grease - G 000 450 02- .

1 - Shift cable

- ❑ connect with cable lock pos. 15
- ❑ Removing and installing
⇒ "1.30 Remove and install shift mechanism and selector cable (Octavia III)", page 170
- ❑ Fitting position
⇒ "1.1 Fitting location of shift mechanism", page 105
- ❑ After installing, set shift mechanism
⇒ "1.33 Setting the shift mechanism", page 174

2 - Selector cable

- ❑ connect with relay lever/
cable lock pos. 10
- ❑ Removing and installing
⇒ "1.30 Remove and in-
stall shift mechanism
and selector cable (Oc-
tavia III)", page 170
- ❑ Fitting position
⇒ "1.1 Fitting location of
shift mechanism",
page 105
- ❑ After installing, set shift
mechanism
⇒ "1.33 Setting the shift
mechanism", page 174

3 - Shift housing

4 - Circlip

- ☐ do not damage cables when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

5 - Screw

- ☐ Qty. 2
- ☐ for cable support
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm

6 - Cable support

- ☐ out of plastic

7 - Grommet

- for mounting of cable support to gearbox

8 - Spacer

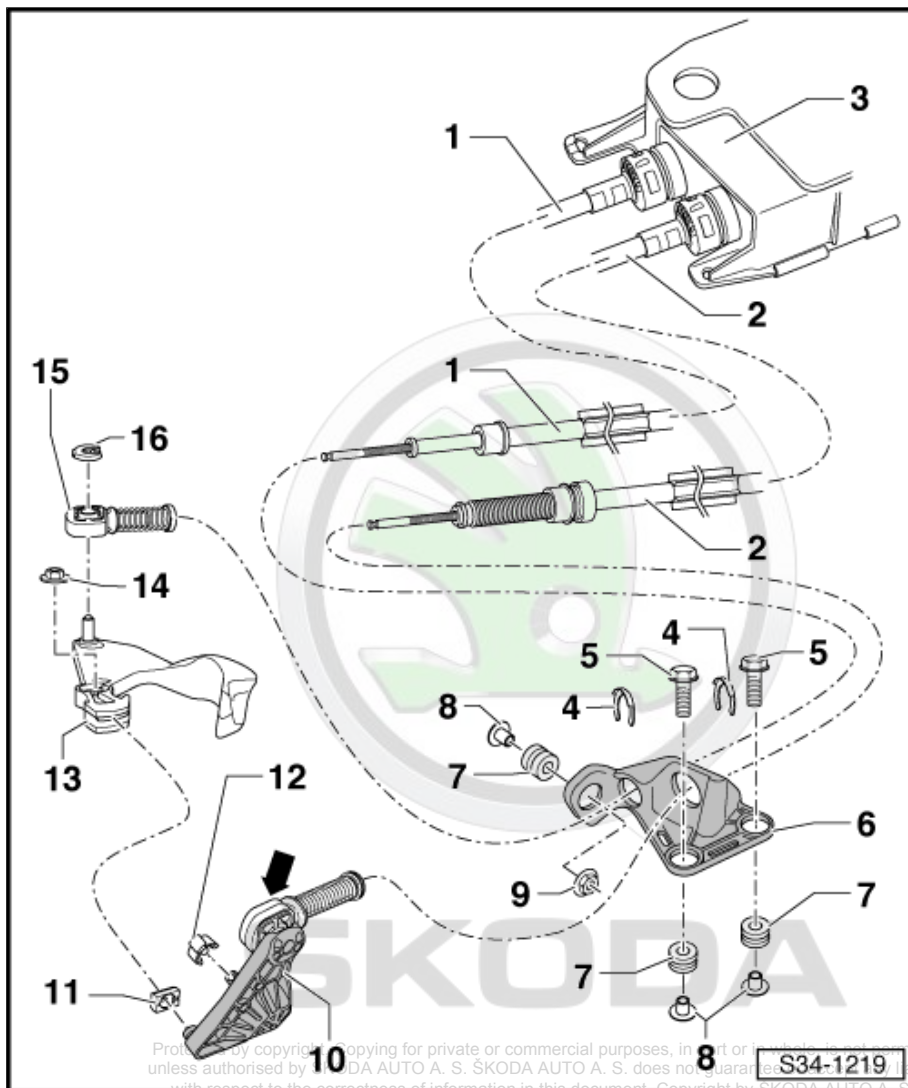
- Nut

- for cable support

- 20 Nm

10 - Relay lever

- ☐ with cable support -arrow- for selector cable
- ☐ out of plastic
- ☐ Fitting position ⇒ page 140



- ☐ Remove and install relay lever together with cable lock
⇒ [“1.24.1 Removing and installing plastic relay lever”, page 149](#)
- ☐ remove from plastic relay lever ⇒ [“1.24.1 Removing and installing plastic relay lever”, page 149](#)
- ☐ press onto plastic relay lever ⇒ [“1.24.1 Removing and installing plastic relay lever”, page 149](#)
- ☐ Assignment ⇒ [page 139](#)
- ☐ After installing, set shift mechanism ⇒ [“1.33 Setting the shift mechanism”, page 174](#)

11 - Sliding shoe

12 - Retaining clip

- ☐ secures the relay lever in the cover of the gearshift unit
- ☐ on the relay lever it is secured. but not installed. in the cover with a catch

13 - Gearshift lever

- ☐ with balancing weight
- ☐ insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- ☐ After installing, set shift mechanism ⇒ [“1.33 Setting the shift mechanism”, page 174](#)
- ☐ Fitting position ⇒ [page 140](#)

14 - Nut

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 23 Nm

15 - Cable lock

- ☐ for shift cable to gearbox shift lever
- ☐ Replace ⇒ [“1.21.1 Replacing cable lock for shift cable”, page 140](#)
- ☐ After installing, set shift mechanism ⇒ [“1.33 Setting the shift mechanism”, page 174](#)
- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- ☐ Assignment ⇒ [page 139](#)

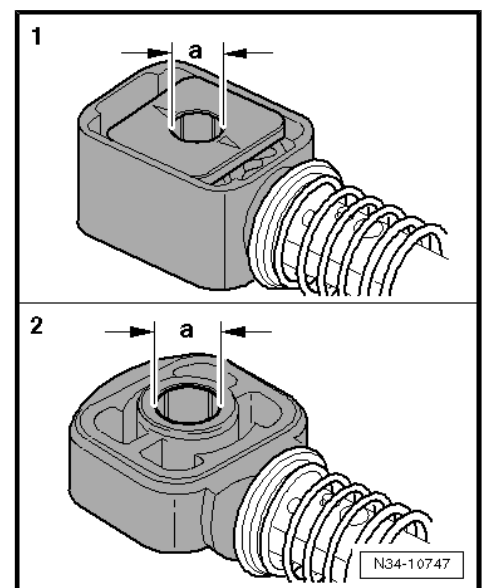
16 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

Assign cable locks

The holes in the cable end-pieces have different diameters.

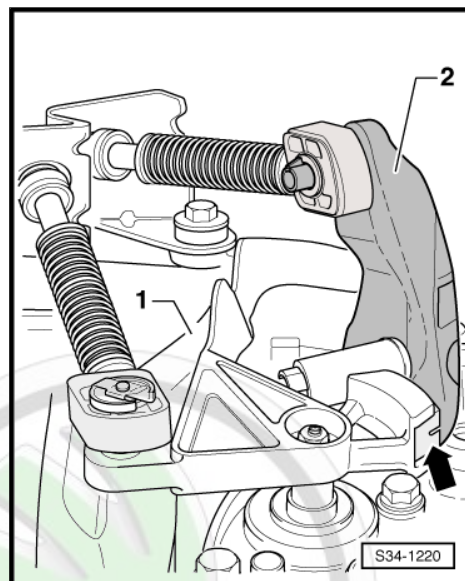
Cable lock:	Dimension “a”
1 - Shift cable at gearbox shift lever	8.5 mm
2. - Selector cable on plastic relay lever ⇒ “1.24 Plastic relay lever”, page 149	10 mm





Fitting location of gearbox shift lever/relay lever

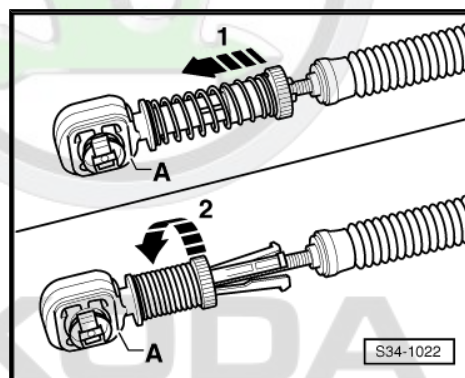
- 1 - Gearbox shift lever with balancing weight
- 2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever



1.21.1 Replacing cable lock for shift cable

Unlock catch -A- for shift cable as follows:

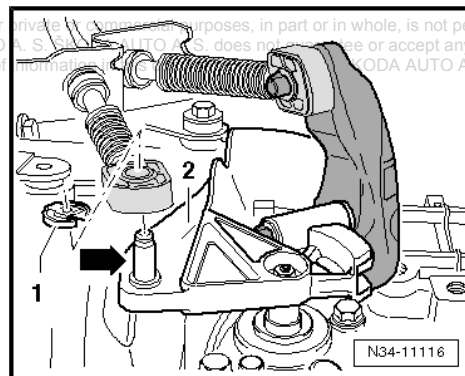
- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.



- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.
- Apply a small quantity of grease - G 000 450 02- onto the stud -arrow- of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.

Setting the shift mechanism

⇒ ["1.33 Setting the shift mechanism", page 174](#) .



1.22 Summary of components - Control cables (Superb II)



Note

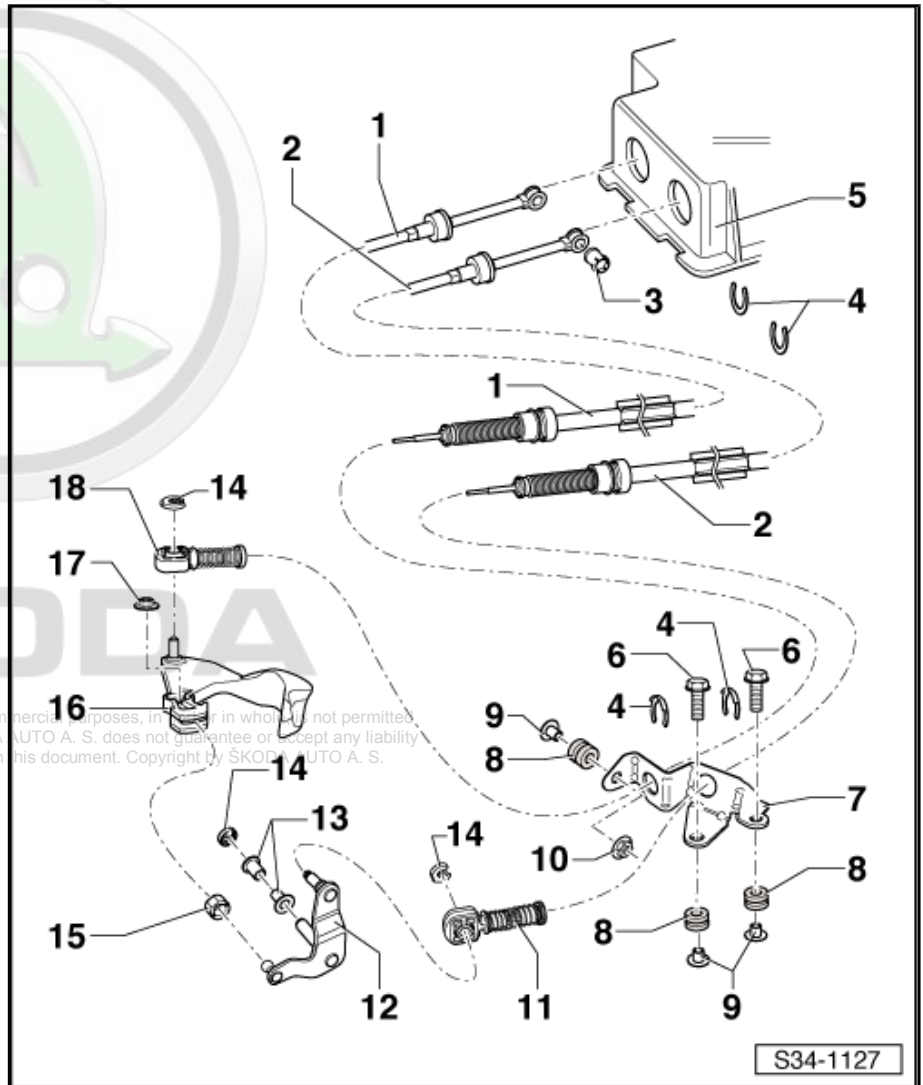
Grease bearing and friction surfaces with grease - G 000 450 02- .

1 - Shift cable

- ☐ slacken from the shift lever guide within the shift mechanism
- ☐ press onto the selector angle guide within the shift mechanism
- ☐ connect with cable lock pos. 18
- ☐ Fitting position
⇒ ["1.1 Fitting location of shift mechanism", page 105](#)
- ☐ Removing and installing
⇒ ["1.31 Removing and installing shift mechanism and selector cable \(Superb II\)", page 171](#)
- ☐ attach with cable strap to the selector cable
⇒ [page 144](#)
- ☐ After installing, set shift mechanism
⇒ ["1.33 Setting the shift mechanism", page 174](#)

2 - Selector cable

- ☐ slacken from selector angle plate within the shift mechanism
- ☐ press onto selector angle plate within the shift mechanism
- ☐ connect with cable lock pos. 11
- ☐ Fitting position
⇒ ["1.1 Fitting location of shift mechanism", page 105](#)
- ☐ Removing and installing
⇒ ["1.31 Removing and installing shift mechanism and selector cable \(Superb II\)", page 171](#)
- ☐ attach with cable strap to the shift cable ⇒ [page 144](#)
- ☐ After installing, set shift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)



3 - Bush for selector cable

4 - Locking clips

- ☐ do not damage cable when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

5 - Shift housing

6 - Screw

- ☐ Qty. 2
- ☐ for cable support
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm

7 - Cable support

- ☐ made out of plastic or metal

8 - Grommet

- ☐ for mounting of cable support to gearbox



9 - Sleeve

10 - Nut

- ☐ for cable support
- ☐ 20 Nm

11 - Cable lock for:

- ☐ Selector cable at relay lever
- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- ☐ After installing, set shift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)
- ☐ can be fitted together with the plastic relay lever
⇒ ["1.24.1 Removing and installing plastic relay lever", page 149](#)
- ☐ remove from plastic relay lever ⇒ ["1.24.1 Removing and installing plastic relay lever", page 149](#)
- ☐ press onto plastic relay lever ⇒ ["1.24.1 Removing and installing plastic relay lever", page 149](#)
- ☐ Assignment ⇒ [page 143](#)

12 - Relay lever

- ☐ Fitting position ⇒ [page 143](#)
- ☐ After installing, set shift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)
- ☐ made out of plastic or metal
- ☐ The metal relay lever is located in the bushings pos. 13 and secured with a lock washer pos. 14
- ☐ Removing and installing plastic relay lever together with cable lock
⇒ ["1.24.1 Removing and installing plastic relay lever", page 149](#)
- ☐ If the relay lever is made of plastic: neither the bushings pos. 13 nor the lock washer pos. 14 are required

13 - Bushings

- ☐ is not required. if the relay lever is made of plastic

14 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ is not required. if the relay lever is made of plastic

15 - Sliding shoe

16 - Gearshift lever

- ☐ with balancing weight
- ☐ insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- ☐ After installing, set shift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)
- ☐ Fitting position ⇒ [page 143](#)

17 - Nut

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 23 Nm

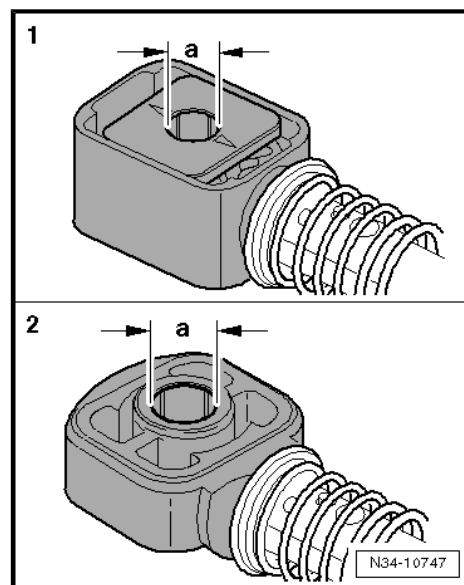
18 - Cable lock for:

- ☐ for shift cable to gearbox shift lever
- ☐ After installing, set shift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)
- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- ☐ Assignment ⇒ [page 143](#)

Assign cable locks

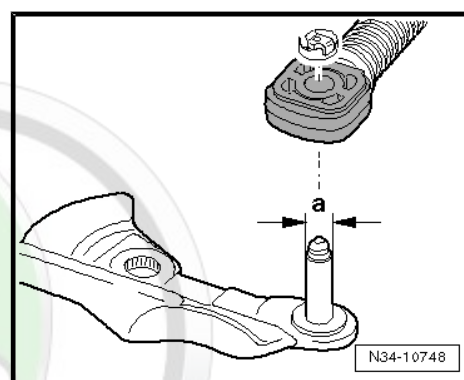
The holes in the cable end-pieces have different diameters.

Cable lock for:	Dimension "a"
1 - Shift cable at gearbox shift lever	8.5 mm
2 - Selector cable at metal relay lever	8 mm
2 - Selector cable at plastic relay lever ⇒ "1.24 Plastic relay lever", page 149	10 mm



Bolt diameter for attaching the cable lock of the shift cable

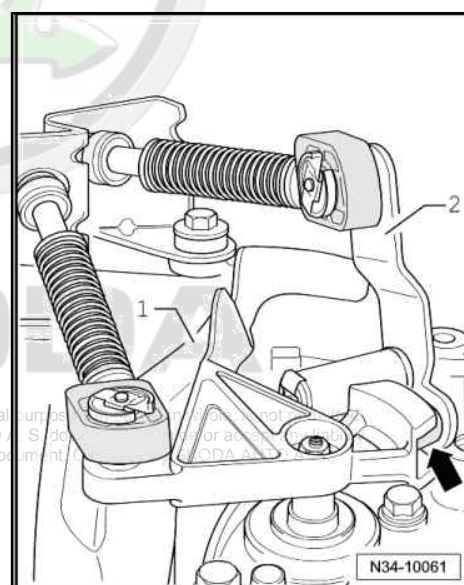
Mounting pin for the cable lock of the shift cable	Dimension "a"
Ø of the mounting pin	8.5 mm



Fitting location of gearbox shift lever/relay lever

1 - Gearbox shift lever with balancing weight

2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever



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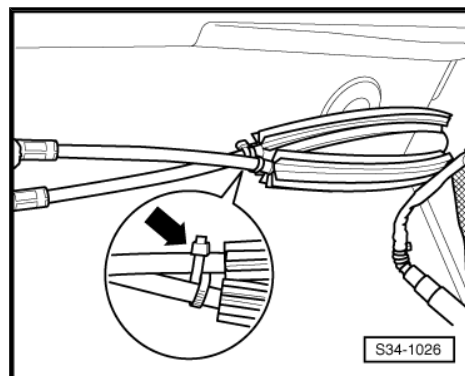
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Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

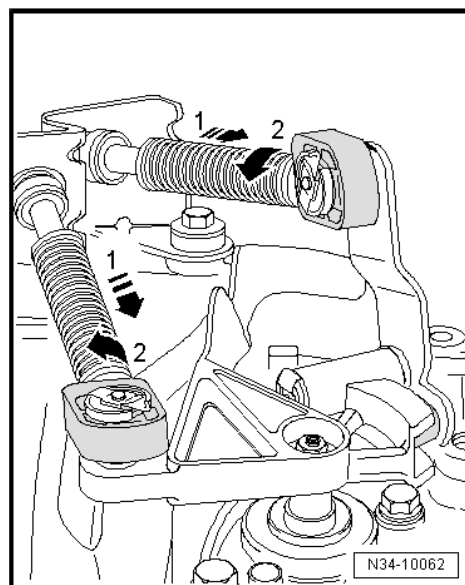
Fitting position of cable strap for cable attachment

- Cross cable strap -arrow-, in order to coil up the cables and fix as shown.



Replace cable lock

- Pull forward the locking mechanism at selector cable and at shift cable as far as the stop -direction of arrow 1-. then lock by turning to the left -direction of arrow 2-.



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- Remove lock washer -3- for shift cable from gearbox shift lever -1-.
- Pull off shift cable from the stud -arrow-.

Metal relay lever

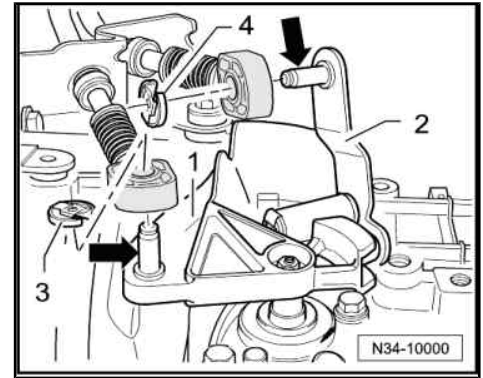
- Remove circlip -4- for selector cable from relay lever -2-.
- Pull off the selector cable from the stud.

Plastic relay lever

- Remove relay lever together with cable lock
⇒ [“1.24 Plastic relay lever”, page 149](#) .
- Lever off cable lock from relay lever
⇒ [“1.24 Plastic relay lever”, page 149](#) .

Continued for all gearshift mechanisms

- Apply a small quantity of grease - G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Replace circlip -3- and circlip -4- for the metal relay lever after each disassembly.
- Secure the shift cable with the lock washer -3- and secure the selector cable with the lock washer -4- for metal relay lever.



Note

If a plastic relay lever is installed. it must be installed together with the cable lock ⇒ [“1.24 Plastic relay lever”, page 149](#) .

Setting the shift mechanism
⇒ [“1.33 Setting the shift mechanism”, page 174](#) .

1.23 Summary of components - Control cables (Yeti)



Note

Grease bearing and friction surfaces with grease - G 000 450 02- .



1 - Shift cable

- ☐ connect with cable lock pos. 15
- ☐ Removing and installing
⇒ ["1.32 Removing and installing shift cable and selector cable \(Yeti\)"](#),
page 173
- ☐ Fitting position
⇒ ["1.1 Fitting location of shift mechanism"](#),
page 105
- ☐ After installing, set shift mechanism
⇒ ["1.33 Setting the shift mechanism"](#), page 174

2 - Selector cable

- ☐ connect with relay lever/
cable lock pos. 10
- ☐ Removing and installing
⇒ ["1.32 Removing and installing shift cable and selector cable \(Yeti\)"](#),
page 173
- ☐ Fitting position
⇒ ["1.1 Fitting location of shift mechanism"](#),
page 105
- ☐ After installing, set shift mechanism
⇒ ["1.33 Setting the shift mechanism"](#), page 174

3 - Shift housing

4 - Circlip

- ☐ do not damage cables
when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

5 - Screw

- ☐ Qty. 2
- ☐ for cable support
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm

6 - Cable support

- ☐ out of plastic

7 - Grommet

- ☐ for mounting of cable support to gearbox

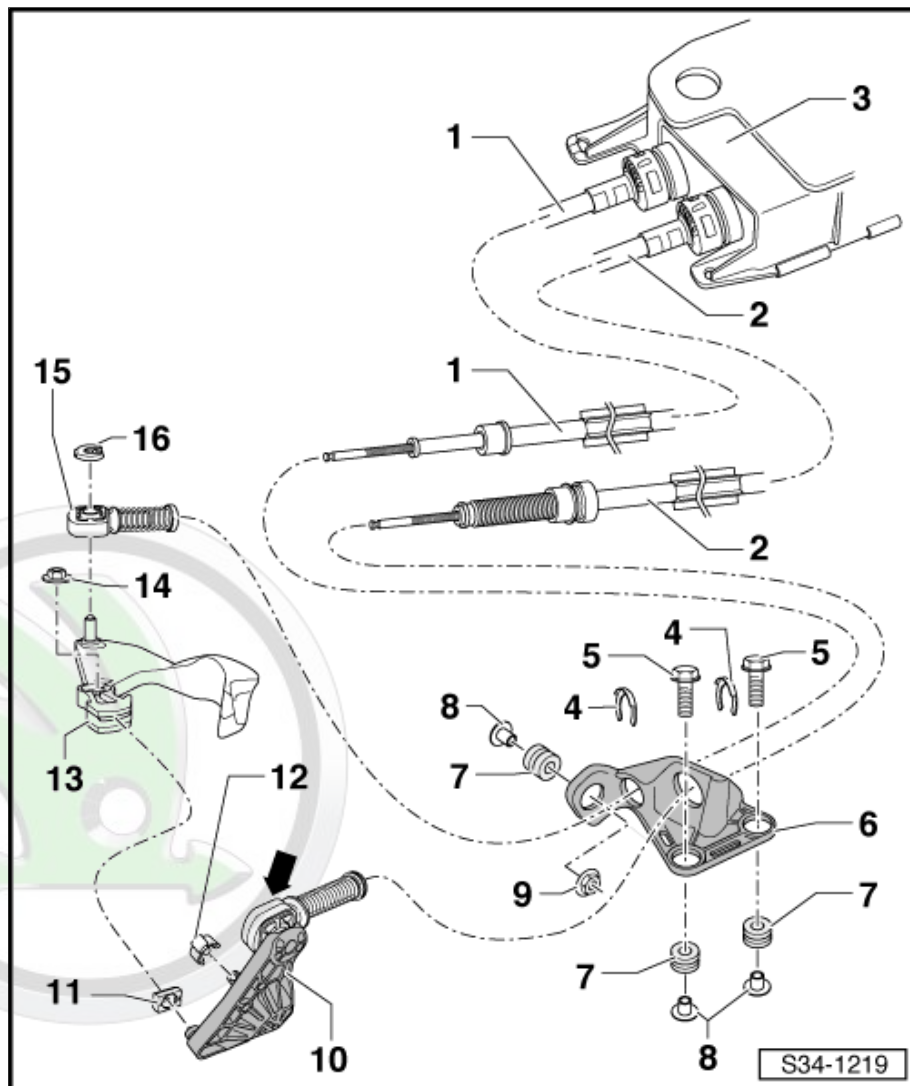
8 - Spacer

9 - Nut

- ☐ for cable support
- ☐ 20 Nm

10 - Relay lever

- ☐ with cable support -arrow- for selector cable
- ☐ out of plastic
- ☐ Fitting position ⇒ [page 148](#)



- ☐ Remove and install relay lever together with cable lock
⇒ [“1.24.1 Removing and installing plastic relay lever”, page 149](#)
- ☐ remove from plastic relay lever ⇒ [“1.24.1 Removing and installing plastic relay lever”, page 149](#)
- ☐ press onto plastic relay lever ⇒ [“1.24.1 Removing and installing plastic relay lever”, page 149](#)
- ☐ Assignment ⇒ [page 147](#)
- ☐ After installing, set shift mechanism ⇒ [“1.33 Setting the shift mechanism”, page 174](#)

11 - Sliding shoe

12 - Retaining clip

- ☐ secures the relay lever in the cover of the gearshift unit
- ☐ on the relay lever it is secured. but not installed. in the cover with a catch

13 - Gearshift lever

- ☐ with balancing weight
- ☐ insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- ☐ After installing, set shift mechanism ⇒ [“1.33 Setting the shift mechanism”, page 174](#)
- ☐ Fitting position ⇒ [page 148](#)

14 - Nut

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 23 Nm

15 - Cable lock

- ☐ for shift cable to gearbox shift lever
- ☐ Replace ⇒ [“1.23.1 Replacing cable lock for shift cable”, page 148](#)
- ☐ After installing, set shift mechanism ⇒ [“1.33 Setting the shift mechanism”, page 174](#)
- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- ☐ Assignment ⇒ [page 147](#)

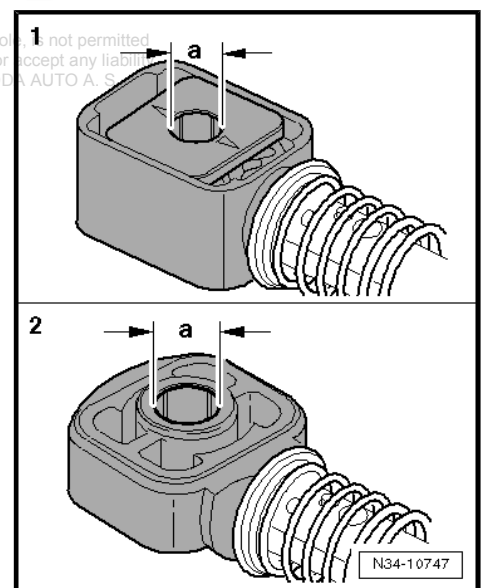
16 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

Assign cable locks

The holes in the cable end-pieces have different diameters.

Cable lock:	Dimension “a”
1 - Shift cable at gearbox shift lever	8.5 mm
2nd - Selector cable at plastic relay lever ⇒ “1.24 Plastic relay lever”, page 149	10 mm

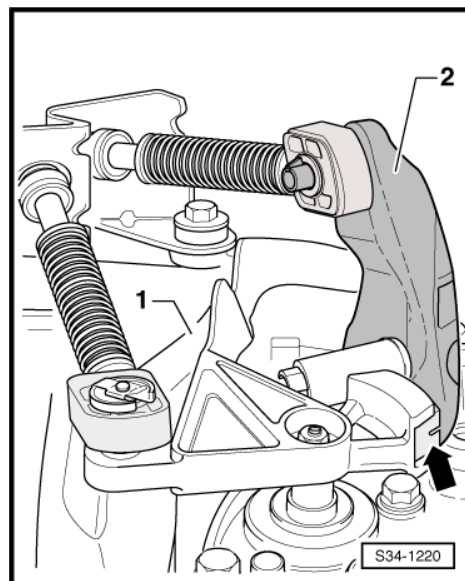




Fitting location of gearbox shift lever/relay lever

1 - Gearbox shift lever with balancing weight

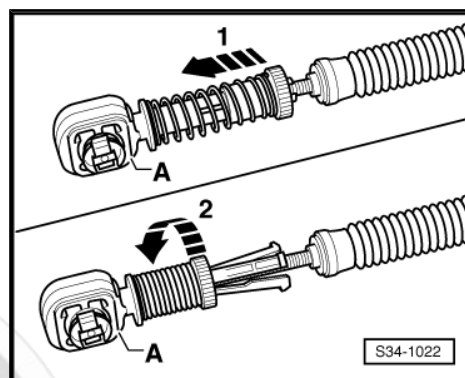
2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever



1.23.1 Replacing cable lock for shift cable

Unlock catch -A- for shift cable as follows:

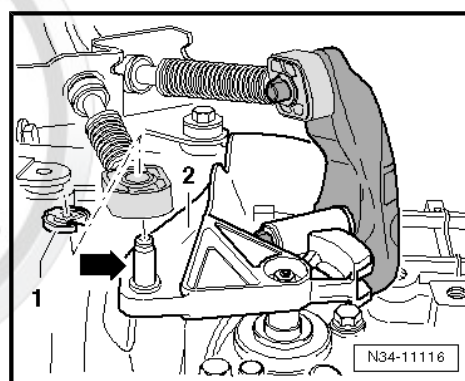
- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.



- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.
- Apply a small quantity of grease - G 000 450 02- onto the stud -arrow- of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.

Setting the shift mechanism

⇒ [“1.33 Setting the shift mechanism”, page 174](#) .



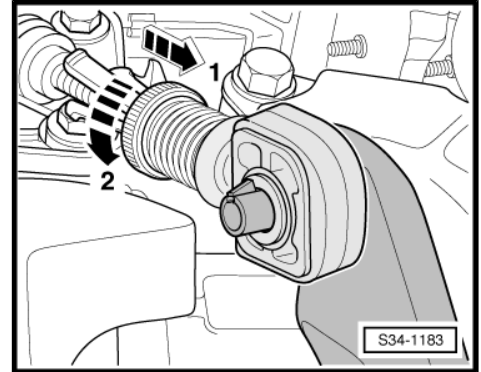
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1.24 Plastic relay lever

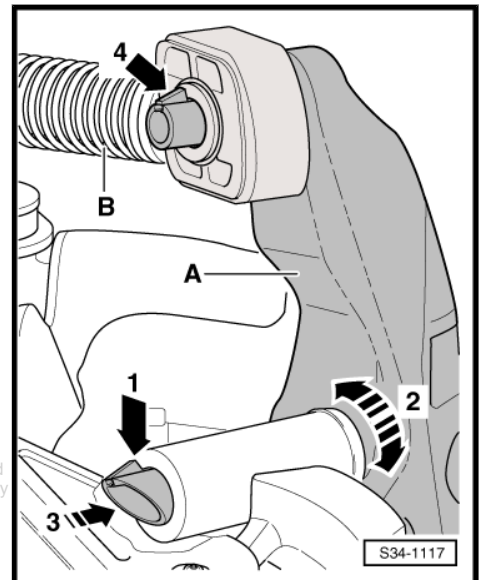
1.24.1 Removing and installing plastic relay lever

- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- The shifter shaft lever is in neutral position.



The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Afterwards move the relay lever -A- back and forward in its bearing point (direction of operation) -arrow 2-. To do so, carefully pull out the relay lever -A- together with the cable lock -B- in -direction of arrow 3-.
- Only remove the cable lock -B- on removed relay lever
⇒ [page 150](#) .



Note

- ◆ To install, grease bearing points and friction surfaces with grease - G 000 450 02- .
- ◆ Press cable lock onto relay lever ⇒ [page 150](#) .
- ◆ Insert relay lever together with cable lock.
- The catch -arrow 1- secures the relay lever.
- The cable lock -B- must be located behind the catch -arrow 4-.



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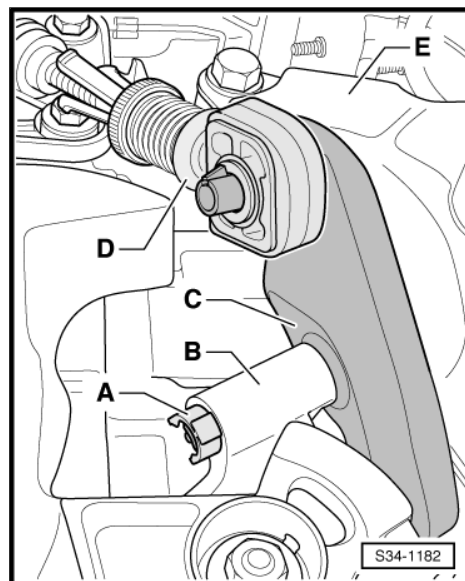
The relay lever is secured with a clip -A- in the cover

- Detach the clip -A- and remove the relay lever -C- together with the cable lock -D-.



Note

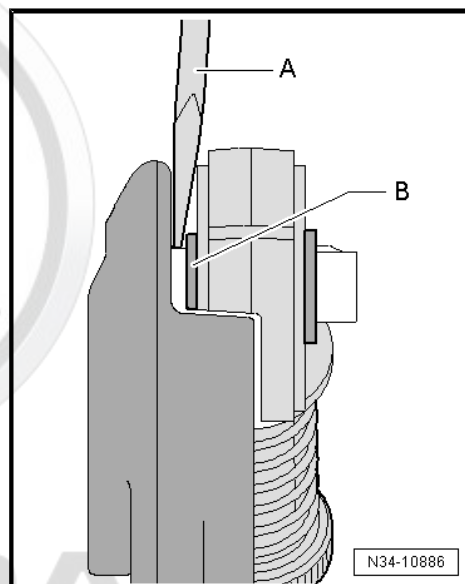
- ◆ If the relay lever cannot be removed, the gearbox console must be removed if necessary -E-.
- ◆ To install, grease bearing points and friction surfaces with grease - G 000 450 02- .
- ◆ Press cable lock onto relay lever ➔ [page 150](#) .
- ◆ Insert relay lever together with cable lock.
- ◆ Secure the relay lever with a clip -A-.



1.24.2 Remove and install cable lock for selector cable from plastic relay lever

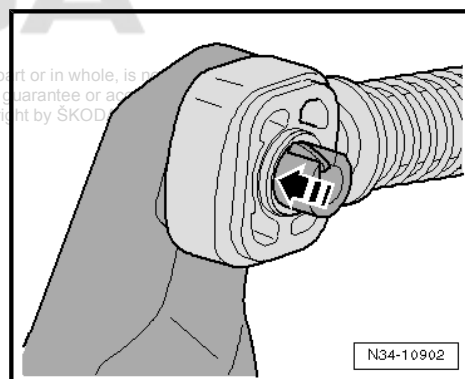
Lever off cable lock for selector cable from plastic relay lever

- The relay lever has been removed.
- Insert a flat-blade screwdriver -A- between bush -B- and relay lever.



Press on cable lock

- The relay lever has been removed.
- Cable end-piece may be pressed only onto bush -arrow-.
- The cable lock must move freely on the relay lever.
- It must be located behind the catch ➔ [page 149](#) .



1.25 Removing and installing shift mechanism (Octavia II)

1.25.1 Removing

Special tools and workshop equipment required

◆ Grease - G 000 450 02-



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Lever the collar upwards and out of centre console surround -arrows-.

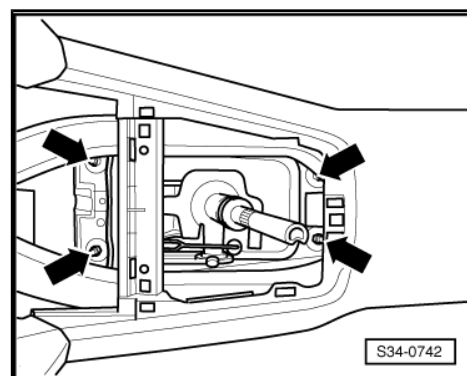
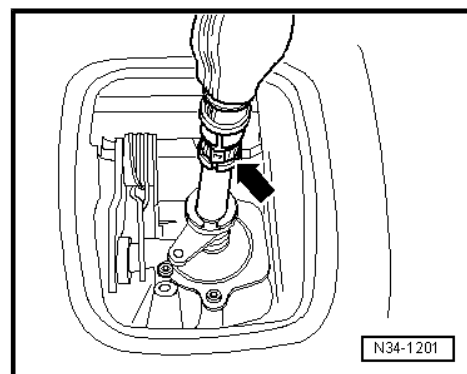
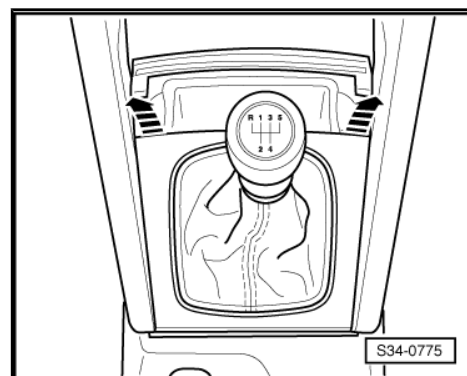


Note

To do so. the release tool - T30098- can be used.

- Open clamp -arrow- and pull off gearshift knob together with the collar.
- If present. detach the noise insulation.
- Removing ashtray ⇒ Body Work; Rep. gr. 68 .

- Unscrew nuts -arrows- attaching the shift housing.
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



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- Remove lock washer -3- for the shift cable from the shifter shaft lever -1-.
- Pull off shift cable from the stud -arrow-.

Metal relay lever

- Remove circlip -4- for selector cable from relay lever -2-.
- Pull off selector cable from the stud -arrow-.

Plastic relay lever

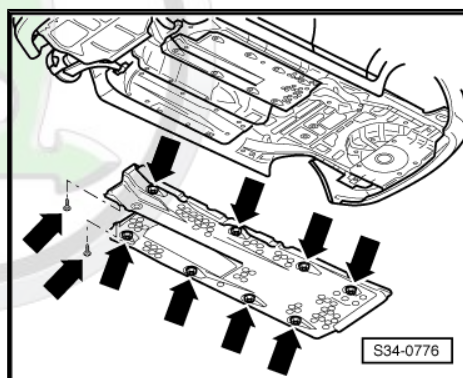
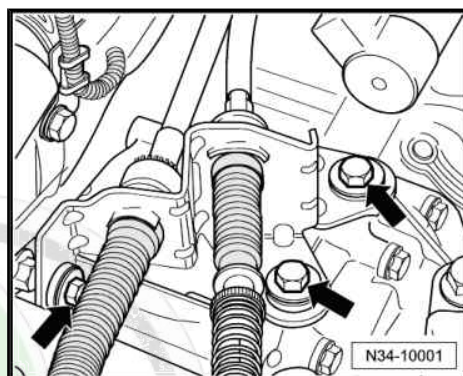
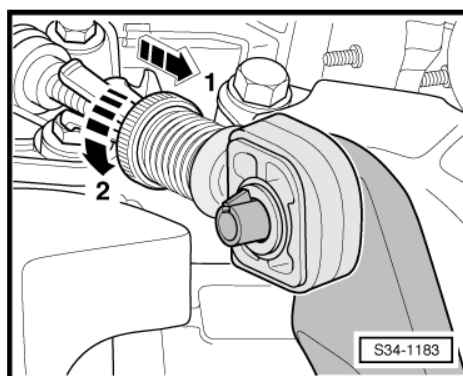
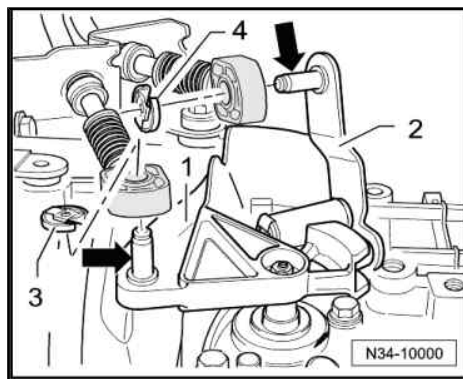
In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove the plastic relay lever together with the cable lock
⇒ [“1.24 Plastic relay lever”, page 149](#) .

Continued for all gearshift mechanisms

- Disconnect the Bowden cable support from gearbox -arrows-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50 .

- Remove underbody cover on right and left -arrows-.



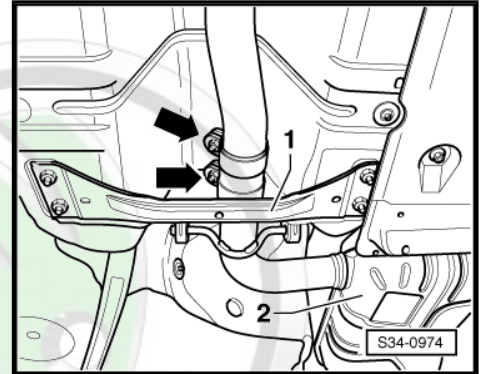
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- Detach tunnel bridges -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows- and remove from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Support the front exhaust pipe.

 Note

The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.



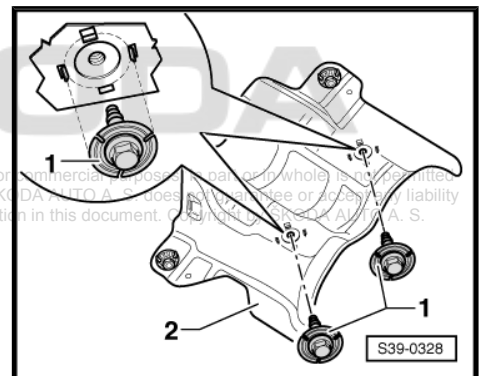
- Unhook the rear silencer -2- from the retaining straps.

For vehicles with four-wheel drive

- If necessary remove pre-exhaust pipe.
- Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .
- Unscrew heat shield -2- for propshaft.
- Remove propshaft ⇒ Propshaft and final drive, rear; Rep. gr. 39

For all vehicles

- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.



1.25.2 Installing

Installation is carried out in the reverse order. When installing, observe the following:

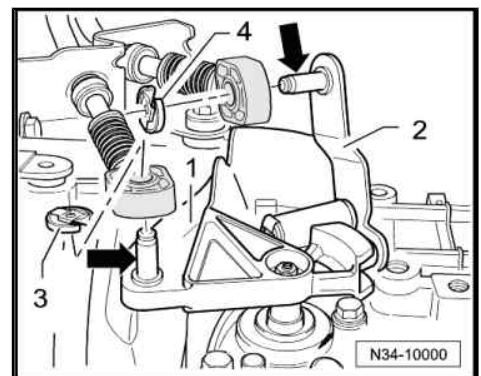
The holes in the cable end-pieces have different diameters.

Assign cable locks ⇒ [page 135](#) .

- Apply a small quantity of grease - G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Replace circlips -3- and circlip -4- for the metal relay lever after each disassembly.
- Secure the shift cable with the lock washer -3- and secure the selector cable (for metal relay lever) with the lock washer -4-.

Cable lock with plastic relay lever

- The relay lever and the cable lock must be installed together ⇒ ["1.24 Plastic relay lever", page 149](#) .
- Insert the selector cable into the cable lock.



Continued for all gearshift mechanisms

- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.
- Installing ashtray ⇒ Body Work; Rep. gr. 68 .



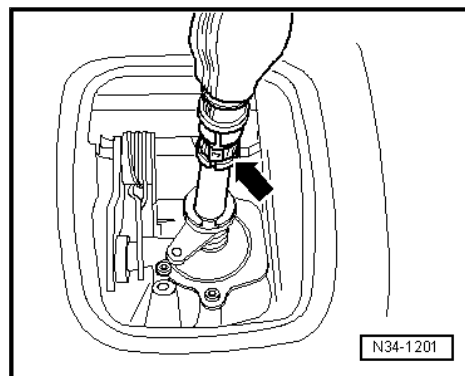
- Replace clamp -arrow-.

For vehicles with four-wheel drive

- Install propshaft ⇒ Propshaft and final drive. rear; Rep. gr. 39

For all vehicles

- Assemble exhaust system free of stress and attach tunnel bridges ⇒ Engine; Rep. gr. 26 .
- Install underbody cover on right and left ⇒ Body Work; Rep. gr. 50 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Setting the shift mechanism
⇒ [“1.33 Setting the shift mechanism”, page 174](#) .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System*; Rep. gr. 27 .

- Connect earth strap of battery while paying attention to the notes in the ⇒ *Electrical System*; Rep. gr. 27 .

Tightening torques

Component	Nm
Shift housing to body	⇒ “1.14 Summary of components - gearshift mechanism (Octavia II up to 10/2006)”, page 117 and ⇒ “1.15 Summary of components - gearshift mechanism (Octavia II as of 11/2006)”, page 119
Cable support to gearbox	⇒ “1.20 Summary of components - Control cables (Octavia II)”, page 133
Underbody cover	⇒ Body Work; Rep. gr. 50

1.26 Remove and install shift mechanism (Octavia III)

1.26.1 Removing

Special tools and workshop equipment required

- ◆ Release tool - T30098-
- ◆ Grease - G 000 450 02-



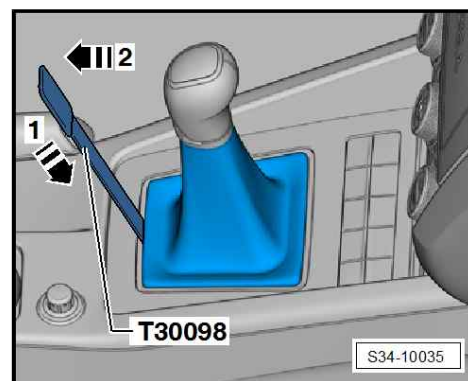
Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System*; Rep. gr. 27 .

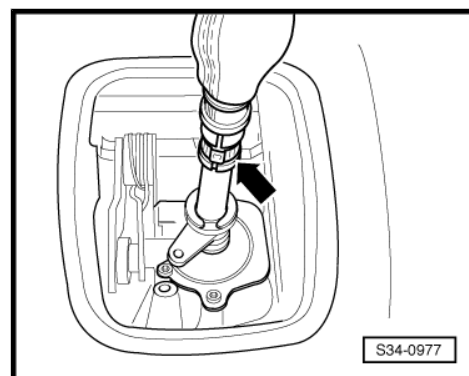
- Disconnect the battery-earth strap with the ignition off ⇒ *Electrical System*; Rep. gr. 27 .

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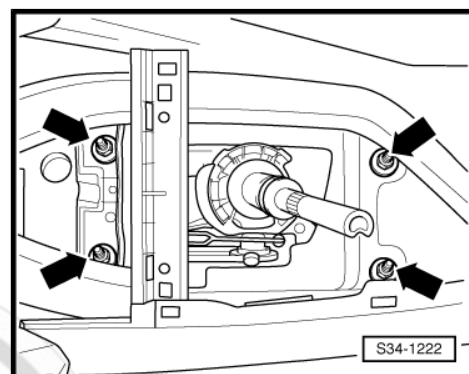
- Insert the release tool - T30098- at the rear centrally in the gap between the decorative frame and the collar for the shift lever -arrow 1-.
- Carefully lever the collar for the shift lever out of the centre console -arrow 2- using the release tool - T30098- .
- Pull collar upwards, inside out over gear knob.



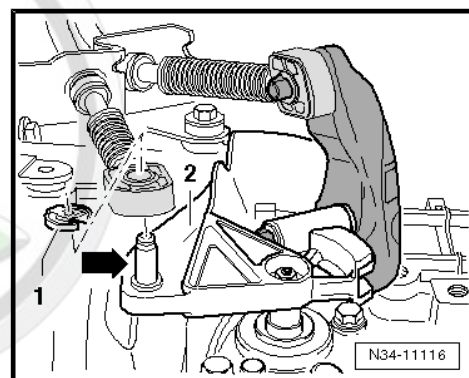
- Open clamp -arrow- and pull off gearshift knob together with the collar.
- Removing ashtray ⇒ Body Work; Rep. gr. 68 .



- Unscrew nuts -arrows- attaching the shift housing.
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.



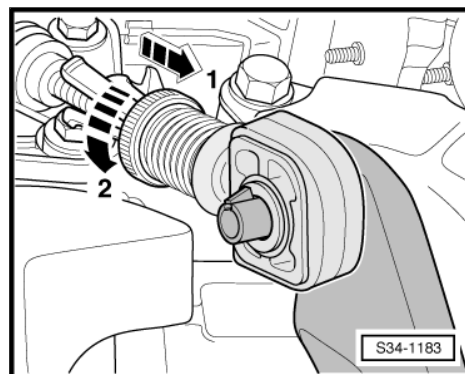
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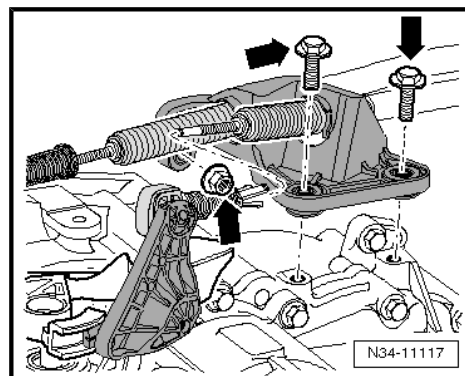


In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

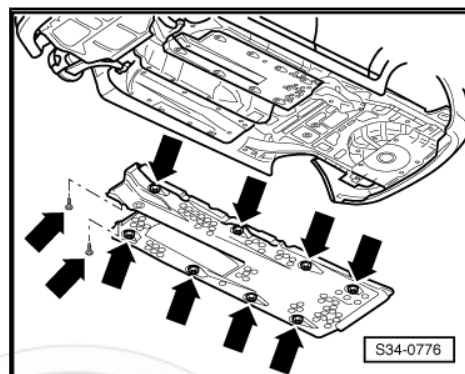
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove plastic relay lever together with the cable lock
⇒ [“1.24 Plastic relay lever”, page 149](#) .



- Disconnect the Bowden cable support from gearbox -arrows-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50 .



- Remove underbody cover on right and left -arrows-.

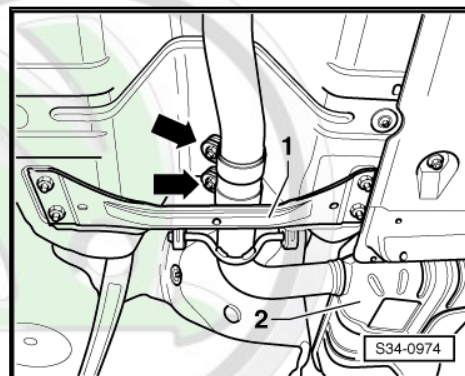


- Detach the tunnel bridge -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows- and remove from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Support the front exhaust pipe.

Note

The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.

- Unhook the rear silencer -2- from the retaining straps.



For vehicles with four-wheel drive

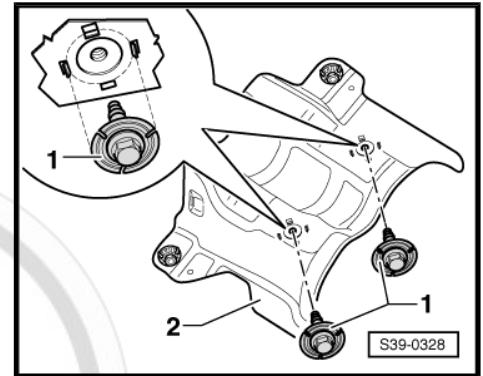
- If necessary remove pre-exhaust pipe.
- Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .

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- Remove heat shield -2- for propshaft and propshaft ➔ Propshaft and final drive, rear; Rep. gr. 39 .

For all vehicles

- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.



1.26.2 Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.

Tighten shift housing.

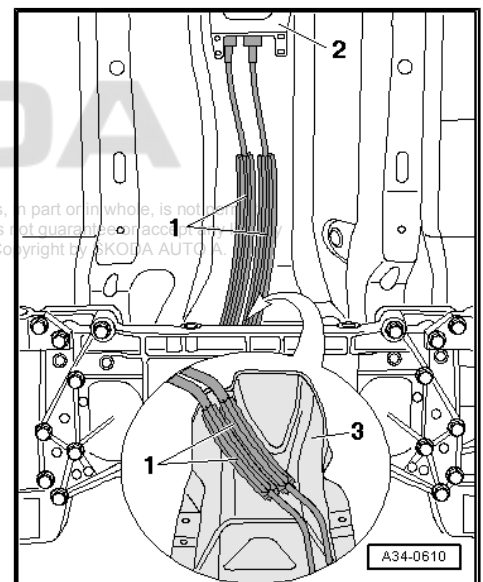
- Route the control cables -1- from the external shift mechanism -2- to the gearbox as follows:
- The control cables must run parallel to one another and not cross each other.
- The cables must be laid in the intended indentation in heat shield -3-.



Note

The top of the heat shield is shown under the magnifying glass.

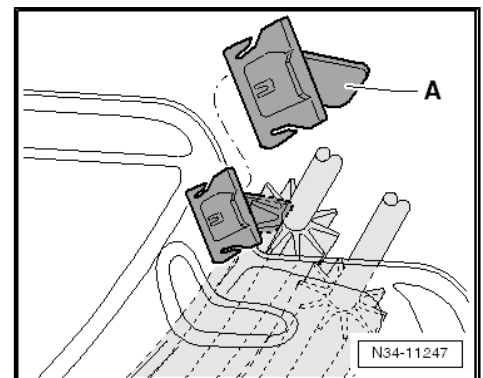
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Clip -A- holds cables and heat shield together in position.

The holes in the cable end-pieces have different diameters.

Assign cable locks ➔ [page 147](#)





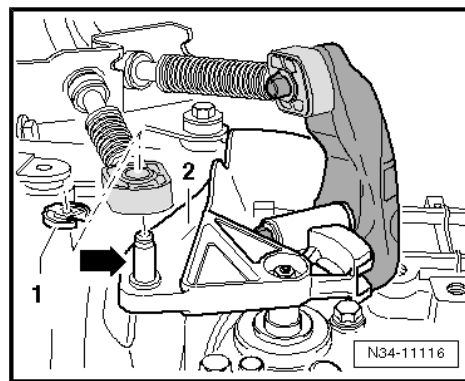
- Apply a small quantity of grease - G 000 450 02- onto the stud -arrow- of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.
- Install the plastic relay lever together with the cable lock
⇒ [“1.24 Plastic relay lever”, page 149](#) .
- Insert the selector cable into the cable lock.

For vehicles with four-wheel drive

- Install propshaft and heat shield for propshaft ⇒ Propshaft and final drive, rear; Rep. gr. 39 .

For all vehicles

- Assemble exhaust system free of stress and attach tunnel bridges ⇒ Engine; Rep. gr. 26 .
- Install underbody cover on right and left ⇒ Body Work; Rep. gr. 50 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install ashtray or storage compartment ⇒ Body Work; Rep. gr. 68 .
- Setting the shift mechanism
⇒ [“1.33 Setting the shift mechanism”, page 174](#) .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System*; Rep. gr. 27 .

- Connect earth strap of battery while paying attention to the notes in the ⇒ *Electrical System*; Rep. gr. 27 .

Tightening torques

Component	Nm
Shift housing to body	⇒ “1.16 Summary of components - Gearshift mechanism (Octavia III)”, page 121
Cable support to gearbox	⇒ “1.21 Summary of components - Control cables (Octavia III)”, page 137
Underbody cover	⇒ Body Work; Rep. gr. 50

1.27 Removing and installing shift mechanism (Superb II)

1.27.1 Removing

Special tools and workshop equipment required

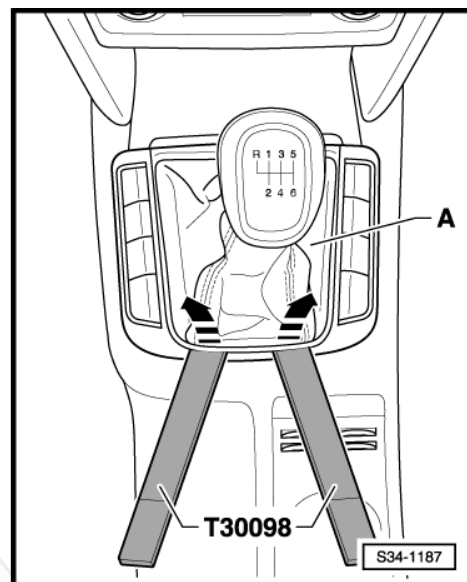
- ◆ Release tool - T30098-
- ◆ Grease - G 000 450 02-

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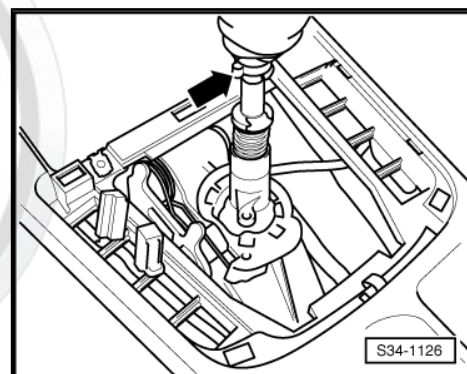
 Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

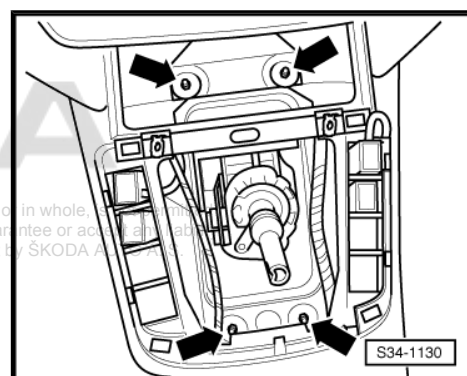
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Lever the collar -A- upwards and out of the centre console surround using the release tool - T30098- -arrows-.



- Open clamp -arrow- and pull off gearshift knob together with the collar.
- If present, detach the noise insulation.
- Removing ashtray ⇒ Body Work; Rep. gr. 68 .



- Unscrew nuts -arrows- attaching the shift housing.
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



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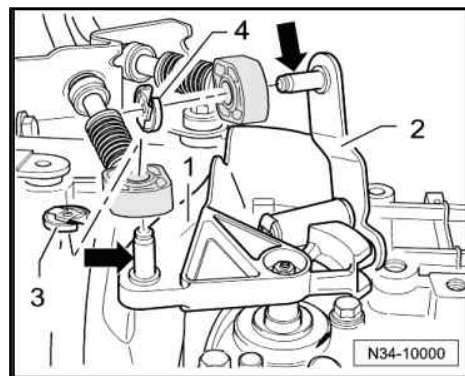


- Remove lock washer -3- for shift cable from gearbox shift lever -1-.
- Pull off shift cable from the stud -arrow-.

Metal relay lever

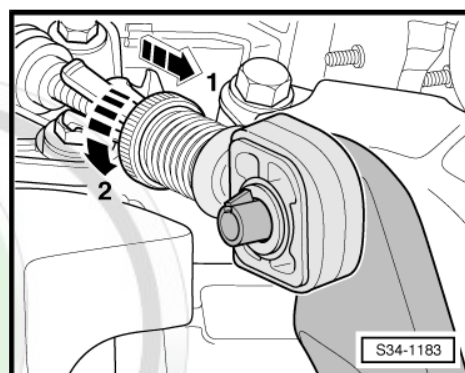
- Remove circlip -4- for selector cable from relay lever -2-.
- Pull off selector cable from the stud -arrow-.

Plastic relay lever



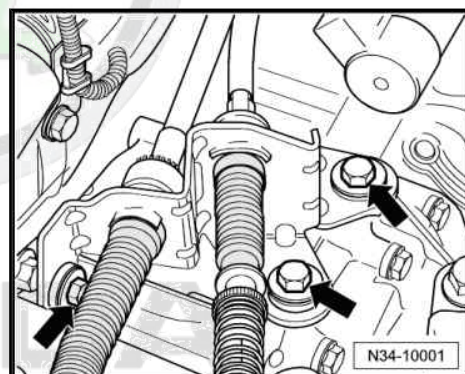
Separate cable lock from selector cable

- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove plastic relay lever together with the cable lock
⇒ ["1.24 Plastic relay lever", page 149](#) .

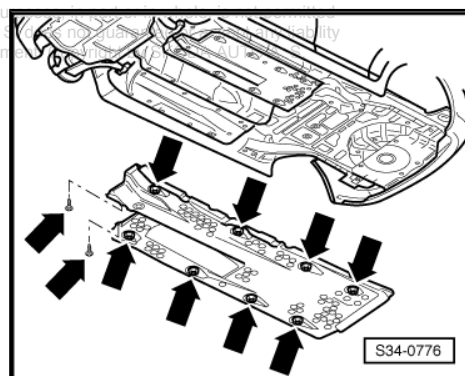


Continued for all gearshift mechanisms

- Disconnect the Bowden cable support from gearbox -arrows-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50 .



- Remove underbody cover on right and left -arrows-.

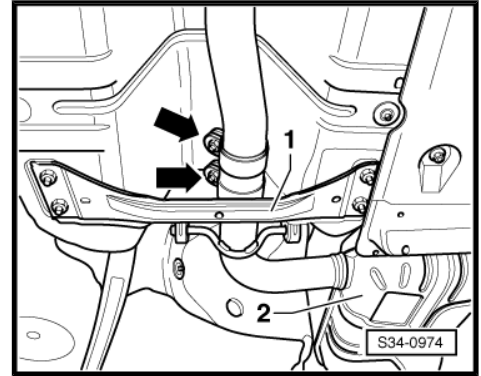


- Detach the tunnel bridge -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows-.
- Support the front exhaust pipe.

 Note

The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.

- Unhook the rear silencer -2- from the retaining straps and remove the rear silencer.
- Remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26 .



For vehicles with four-wheel drive

- Unscrew heat shield for propshaft.
- Remove propshaft ⇒ Propshaft and final drive, rear; Rep. gr. 39 .

For all vehicles

- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.

1.27.2 Installing

Installation is carried out in the reverse order. When installing, observe the following:

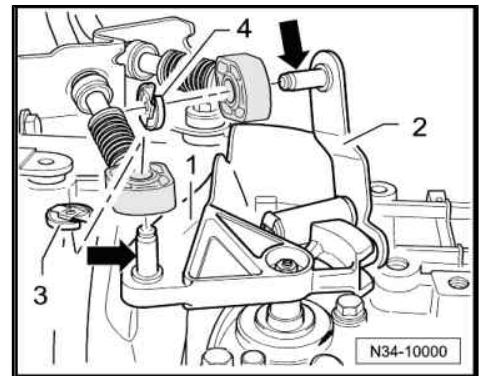
The holes in the cable end-pieces have different diameters.

Assign cable locks ⇒ [page 135](#) .

- Apply a small quantity of grease - G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Replace circlips -3- and circlip -4- for the metal relay lever after each disassembly.
- Secure the shift cable with the lock washer -3- and secure the selector cable (for metal relay lever) with the lock washer -4-.

Cable lock with plastic relay lever

- Relay lever and cable lock must be installed together ⇒ [“1.24 Plastic relay lever”, page 149](#) .
- Insert the selector cable into the cable lock.



Continued for all gearshift mechanisms

- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.
- Installing ashtray ⇒ Body Work; Rep. gr. 68 .



- Replace clamp and press together -arrow-.

For vehicles with four-wheel drive

- Install propshaft ➔ Propshaft and final drive. rear; Rep. gr. 39

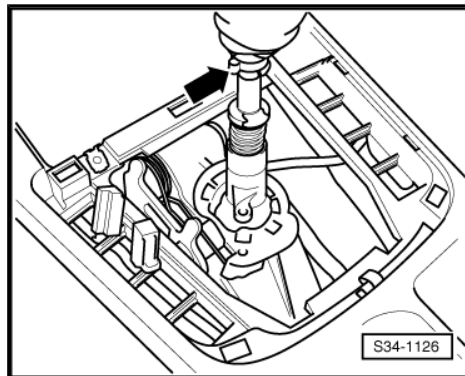
For all vehicles

- Assemble exhaust system free of stress and attach tunnel bridges ➔ Engine; Rep. gr. 26 .
- Install the noise insulation ➔ Body Work; Rep. gr. 50 .

Setting the shift mechanism

⇒ [“1.33 Setting the shift mechanism”, page 174](#) .

- Install air filter ➔ Engine; Rep. gr. 23 or ➔ Engine; Rep. gr. 24 .



Note

After the battery earth strap is disconnected and connected, carry out additional operations ➔ Electrical System; Rep. gr. 27 .

- Connect earth strap of battery while paying attention to the notes in the ➔ Electrical System; Rep. gr. 27 .

Tightening torques

Component	Nm
Shift housing to body	⇒ “1.17 Summary of components - Gearshift mechanism (Superb II)”, page 124
Cable support to gearbox	⇒ “1.22 Summary of components - Control cables (Superb II)”, page 140
Underbody cover	⇒ Body Work; Rep. gr. 50

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1.28 Removing and installing shift mechanism (Yeti)

1.28.1 Removing

Special tools and workshop equipment required

- ◆ Release tool - T30098-
- ◆ Grease - G 000 450 02-

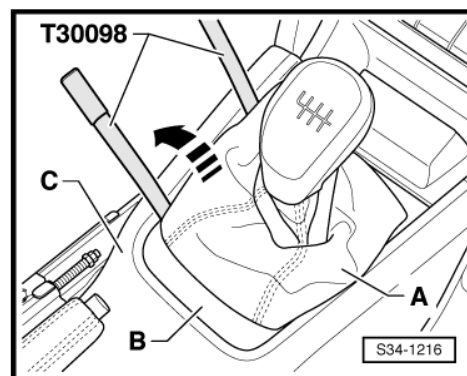


Note

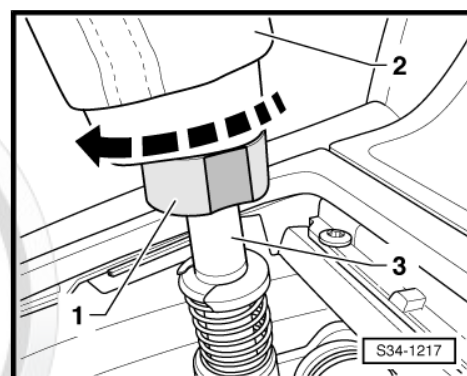
If the battery earth strap is disconnected and connected, carry out additional operations ➔ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ➔ Electrical System; Rep. gr. 27 .

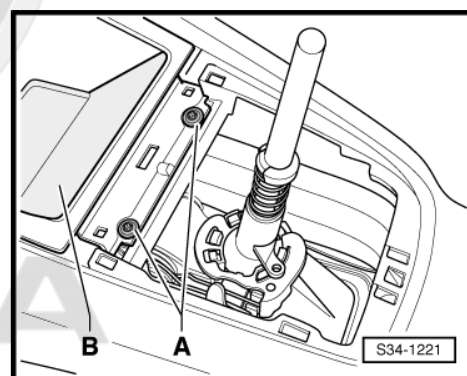
- Lever the collar -A- together with the surround -B- off the centre console -C- using the release tool - T30098- in the -direction of arrow-.
- Pull collar upwards, inside out over gear knob.



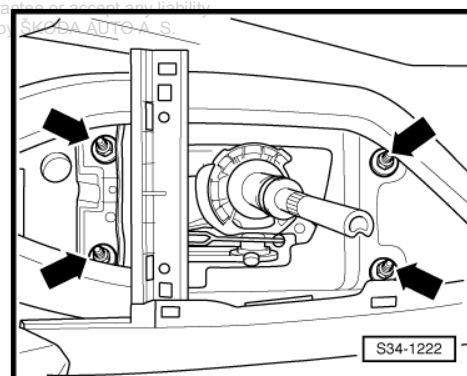
- Turn safety mechanism -1-45 ° to the right -In the direction of the arrow-.
- Pull off the gearshift knob together with the collar -2- from the shift lever -3-.



- Release screws -A- and remove ashtray or storage compartment -B- ⇒ Body Work; Rep. gr. 68 .

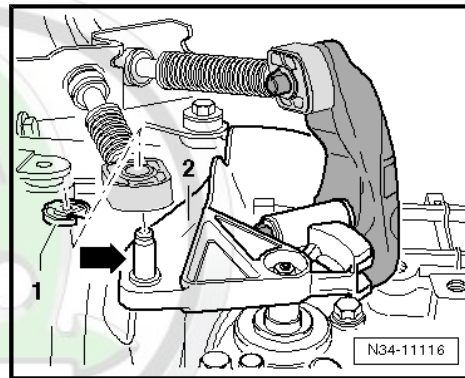


- Unscrew nuts -arrows- attaching the shift housing
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



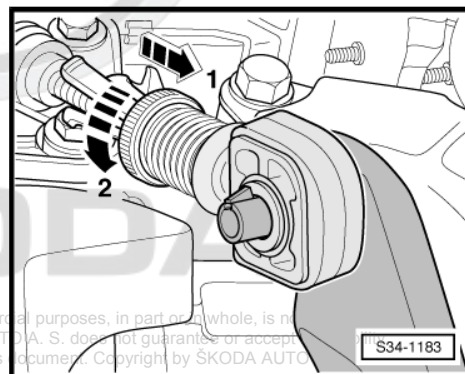


- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.

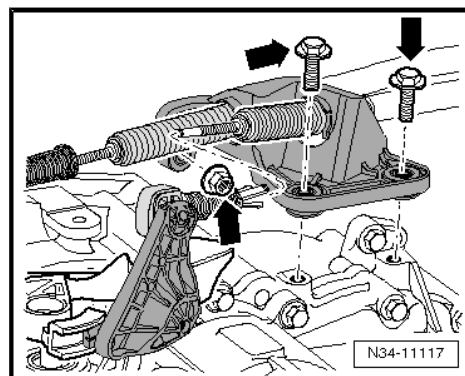


In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

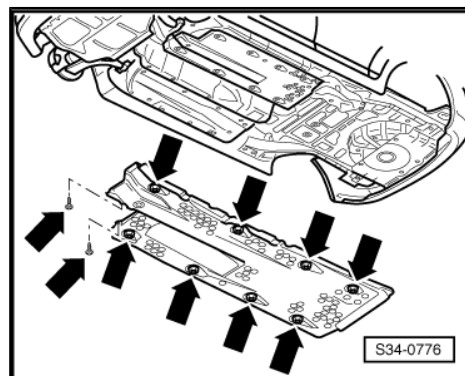
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove plastic relay lever together with the cable lock ⇒ [“1.24 Plastic relay lever”, page 149](#).



- Disconnect the Bowden cable support from gearbox -arrows-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50.



- Remove underbody cover on right and left -arrows-.

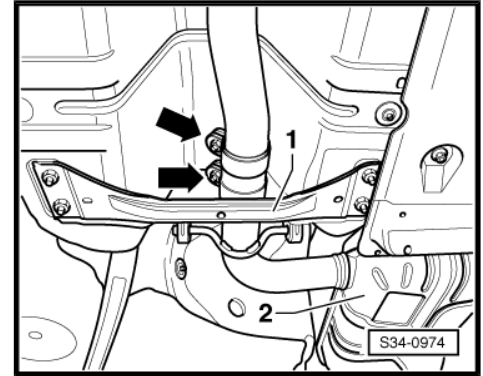


- Detach the tunnel bridge -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows- and remove from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Support the front exhaust pipe.



Note

The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.



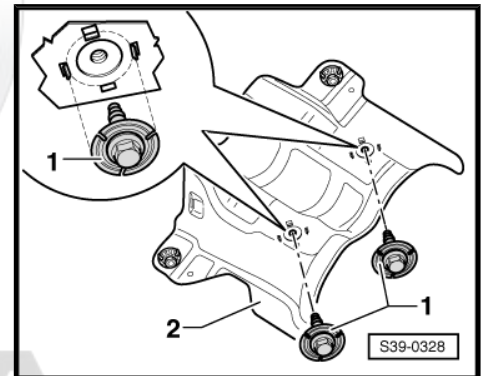
- Unhook the rear silencer -2- from the retaining straps.

For vehicles with four-wheel drive

- If necessary remove pre-exhaust pipe.
- Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .
- Remove heat shield -2- for propshaft and propshaft ⇒ Propshaft and final drive, rear; Rep. gr. 39 .

For all vehicles

- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.



1.28.2 Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.

Tighten shift housing.

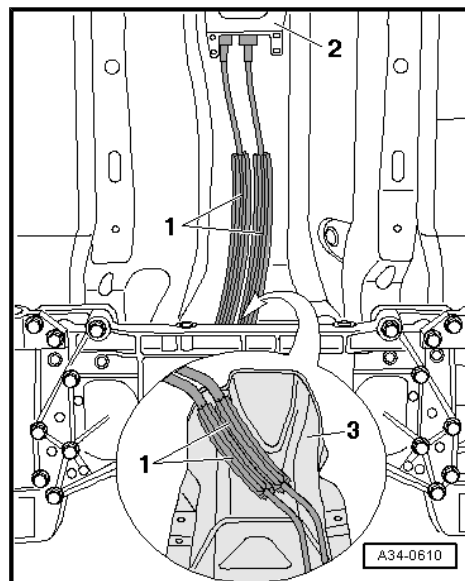


- Route the control cables -1- from the external shift mechanism -2- to the gearbox as follows:
- The control cables must run parallel to one another and not cross each other.
- The cables must be laid in the intended indentation in heat shield -3-.



Note

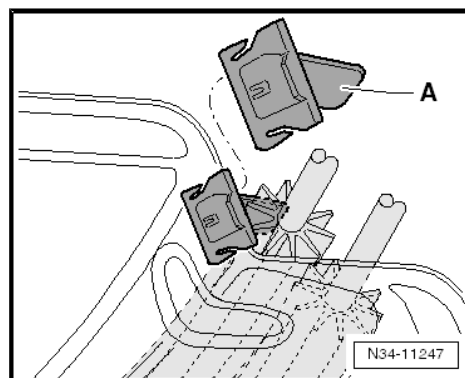
The top of the heat shield is shown under the magnifying glass.



Clip -A- holds cables and heat shield together in position.

The holes in the cable end-pieces have different diameters.

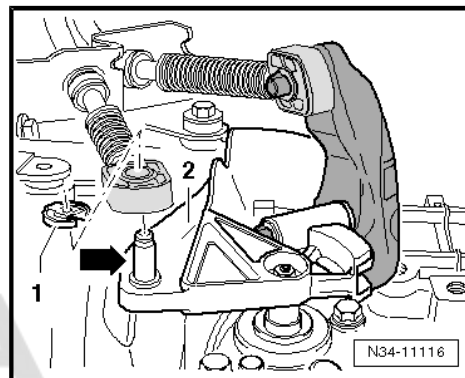
Assign cable locks ➔ [page 147](#)



- Apply a small quantity of grease - G 000 450 02- onto the stud -arrow- of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.
- Install the plastic relay lever together with the cable lock ➔ [“1.24 Plastic relay lever”, page 149](#) .
- Insert the selector cable into the cable lock.

For vehicles with four-wheel drive

- Install propshaft and heat shield for propshaft ➔ Propshaft and final drive, rear; Rep. gr. 39 .

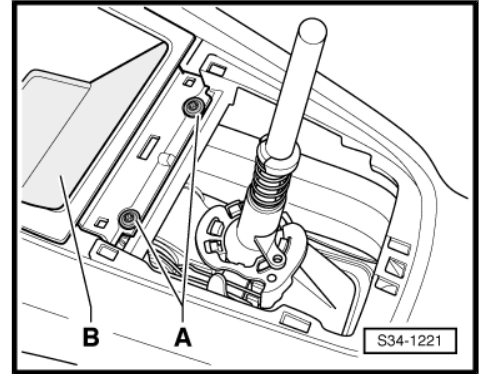


For all vehicles

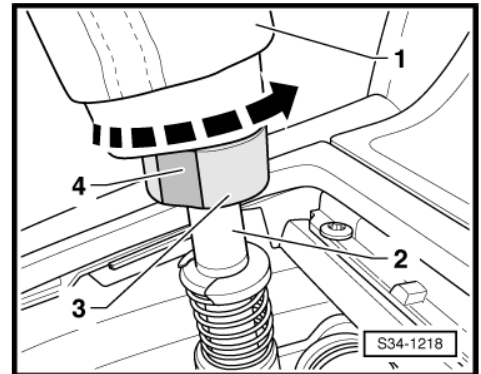
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- Assemble exhaust system free of stress and attach tunnel bridges ➔ Engine; Rep. gr. 26 .
- Install underbody cover on right and left ➔ Body Work; Rep. gr. 50 .
- Install the noise insulation ➔ Body Work; Rep. gr. 50 .

- Install ashtray or storage compartment -B- and tighten the screws -A- ➔ Body Work; Rep. gr. 68 .
- Setting the shift mechanism
⇒ [“1.33 Setting the shift mechanism”, page 174](#) .



- Turn collar -1- inside out.
- Push the gearshift knob together with the collar -1- as far as the stop onto the shift lever -2-.
- Turn safety mechanism -1- 45 ° to the left
-In the direction of the arrow-. While doing so, the surface -4- must point to the driver or front passenger seat.
- Install air filter ➔ Engine; Rep. gr. 23 or ➔ Engine; Rep. gr. 24 .



 Note

After the battery earth strap is disconnected and connected, carry out additional operations ➔ Electrical System; Rep. gr. 27 .

- Connect earth strap of battery while paying attention to the notes in the ➔ Electrical System; Rep. gr. 27 .

Tightening torques

Component	Nm
Shift housing to body	⇒ “1.18 Summary of components - Gearshift mechanism (Yeti)”, page 126
Cable support to gearbox	⇒ “1.23 Summary of components - Control cables (Yeti)”, page 145
Underbody cover	⇒ Body Work; Rep. gr. 50

1.29 Removing and installing shift mechanism and selector cable (Octavia II)

1.29.1 Removing

- Removing shift mechanism
⇒ [“1.25 Removing and installing shift mechanism \(Octavia II\)”, page 150](#) .

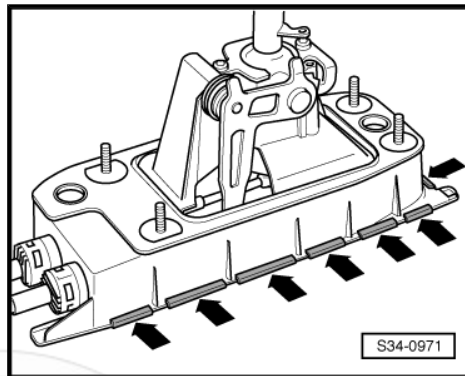
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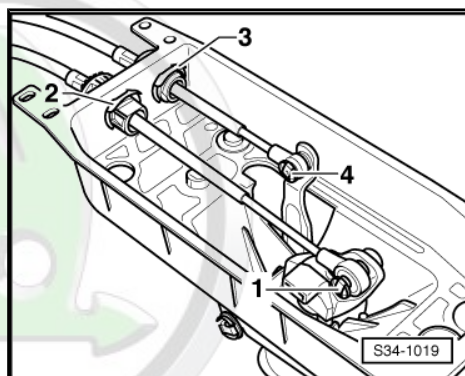
- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.

Vehicles up to 10/2006



- Remove circlips -1,2,3,4- and remove shift cable and selector cable from shift housing.

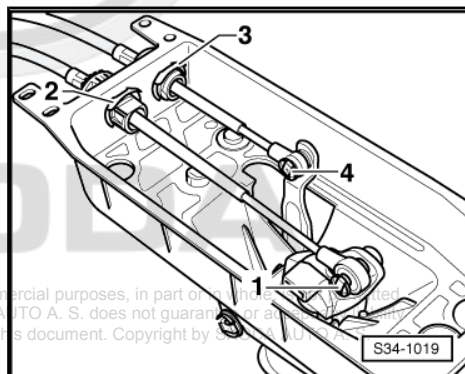
Vehicles as of 11/2006



- Remove lock washers -2 and 3- (lock washers -1 and 4- are no longer available), selector cable and shift cable must be levered off from the shift lever or selector lever e.g. with a screwdriver.

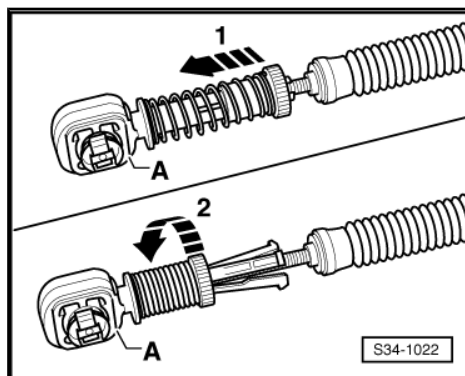
Continued for all vehicles

- Remove shift cable and selector cable from shift housing.



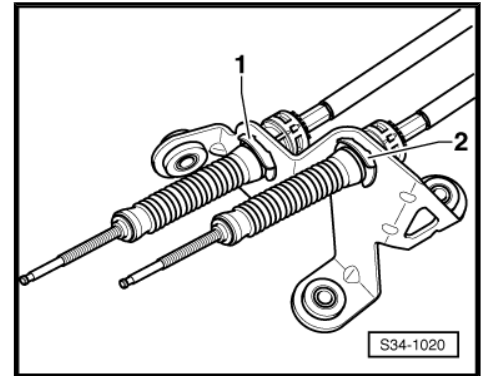
Unlock catches -A- for shift cable and selector cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.
- Remove the catches from the cables.



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- Remove circlips -1- and -2-.
- Remove the cable support from the cables.



1.29.2 Installing

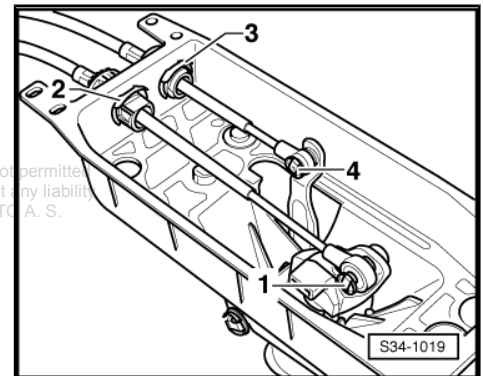
Installation is carried out in the reverse order. When installing, observe the following:

Vehicles up to 10/2006

- Attach shift cable and selector cable to shift housing with lock washers -2- and -3-.
- Press the shift cable and the selector cable onto the shift lever and fasten the selector lever in the shift housing with lock washers -1- and -4-.

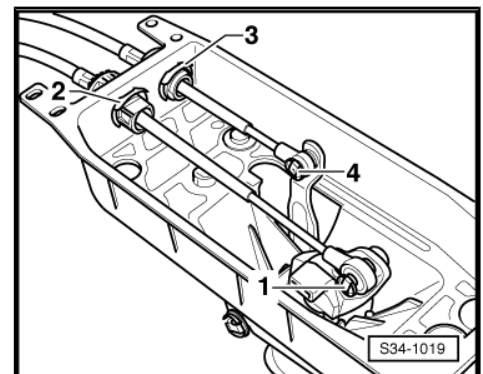
Vehicles as of 11/2006

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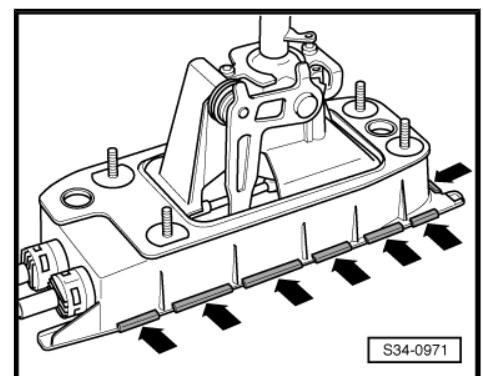


- Attach shift cable and selector cable to shift housing with lock washers -2 and 3-.
- Press shift cable and selector cable onto shift lever and selector lever into shift housing (lock washers -1- and -4- are no longer available).

Continued for all vehicles



- Install gasket and attach cover for shift mechanism by pressing on the tabs -arrows- onto the shift housing.
- Installing shift mechanism
⇒ [“1.25 Removing and installing shift mechanism \(Octavia II\)”, page 150](#).
- Setting the shift mechanism
⇒ [“1.33 Setting the shift mechanism”, page 174](#).

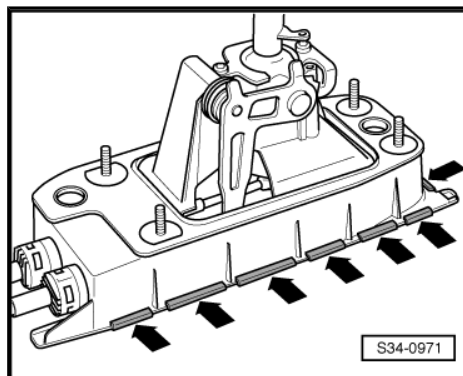




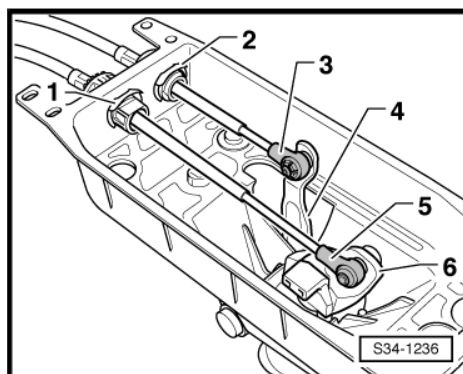
1.30 Remove and install shift mechanism and selector cable (Octavia III)

1.30.1 Removing

- Removing shift mechanism
⇒ ["1.26 Remove and install shift mechanism \(Octavia III\)", page 154](#) .
- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.

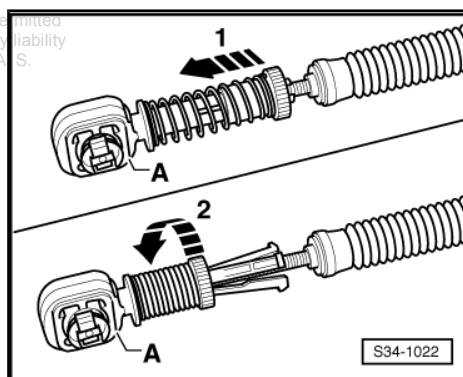


- Remove circlips -1- and -2-.
- Lever off the selector cable -3- from the selector angle plate -4- and the shift cable -5- from the shift lever guide -6-.
- Remove shift cable and selector cable from shift housing.

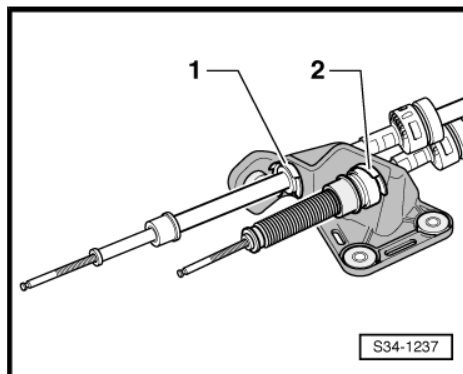


Unlock catches -A- for shift cable and selector cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.
- Remove the catches from the cables.



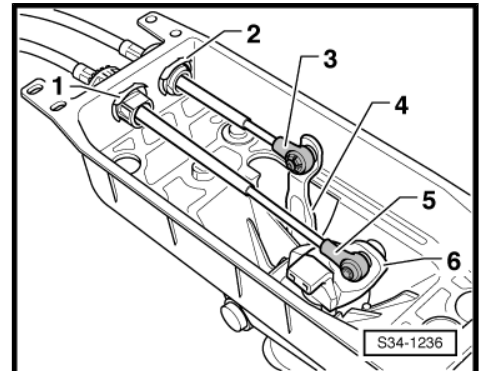
- Remove circlips -1- and -2-.
- Remove the cable support from the cables.



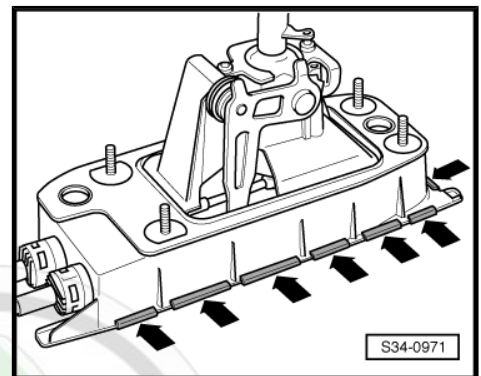
1.30.2 Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Push the selector cable -3- onto the selector lever -4- and the shift cable -5- onto the shift lever guide -6-.
- Attach shift cable and selector cable to shift housing with lock washers -1- and -2-.



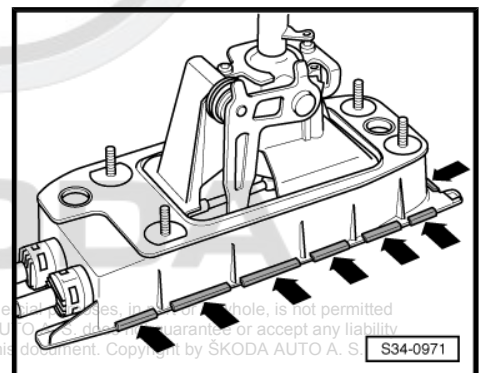
- Install gasket and attach cover for shift mechanism by pressing on the tabs -arrows- onto the shift housing.
- Installing shift mechanism
⇒ [“1.26 Remove and install shift mechanism \(Octavia III\)”](#), page 154 .
- Setting the shift mechanism
⇒ [“1.33 Setting the shift mechanism”](#), page 174 .



1.31 Removing and installing shift mechanism and selector cable (Superb II)

1.31.1 Removing

- Removing shift mechanism
⇒ [“1.27 Removing and installing shift mechanism \(Superb II\)”](#), page 158 .
- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.



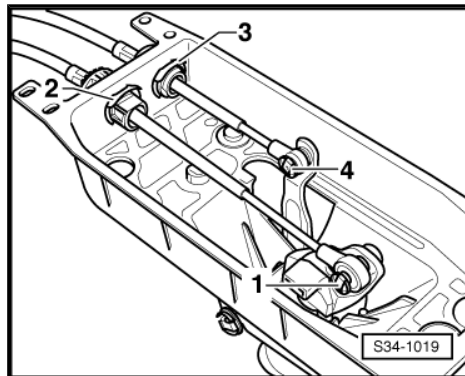
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**SKODA**

Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

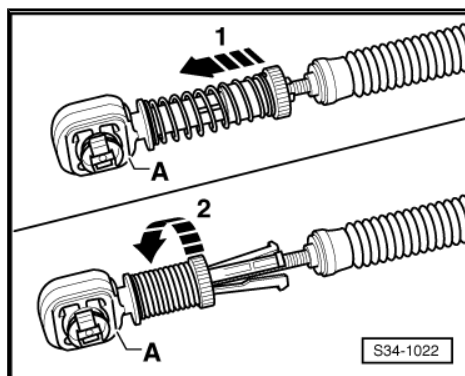
Gearbox 02Q, 0FB, 0BB - Edition 08.2018

- Remove lock washers -2- and -3- (lock washers -1- and -4- are no longer available), selector cable and shift cable must be levered off from the shift lever or selector lever e.g. with a screwdriver.
- Remove shift cable and selector cable from shift housing.

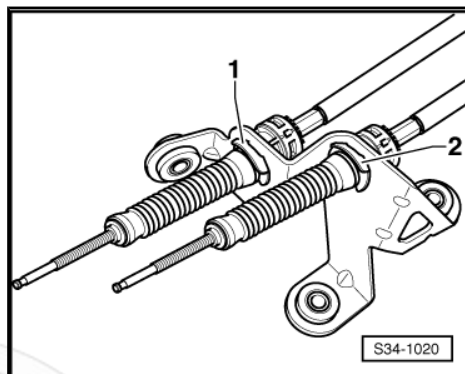


Unlock catches -A- for shift cable and selector cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.
- Remove the catches from the cables.



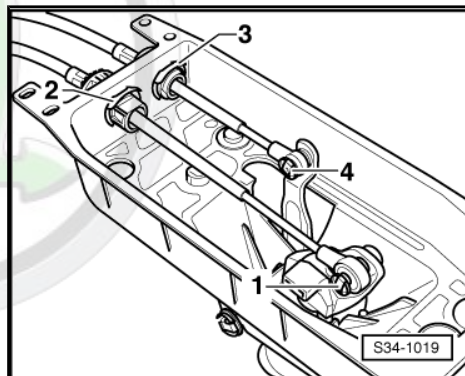
- Remove circlips -1- and -2-.
- Remove the cable support from the cables.



1.31.2 Installing

Installation is carried out in the reverse order. When installing, observe the following:

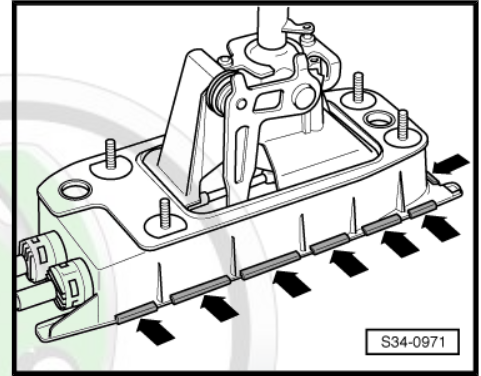
- Attach shift cable and selector cable to shift housing with lock washers -2- and -3-.
- Press shift cable and selector cable onto shift lever and selector lever into shift housing (lock washers -1- and -4- are no longer available).



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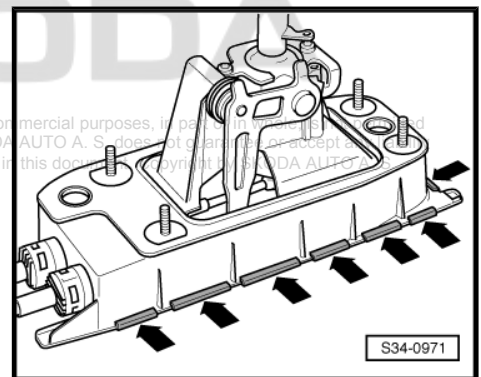
- Install gasket and attach cover for shift mechanism by pressing on the tabs -arrows- onto the shift housing.
- Installing shift mechanism
⇒ [“1.27 Removing and installing shift mechanism \(Superb II\)”](#), page 158 .
- Setting the shift mechanism
⇒ [“1.33 Setting the shift mechanism”](#), page 174 .



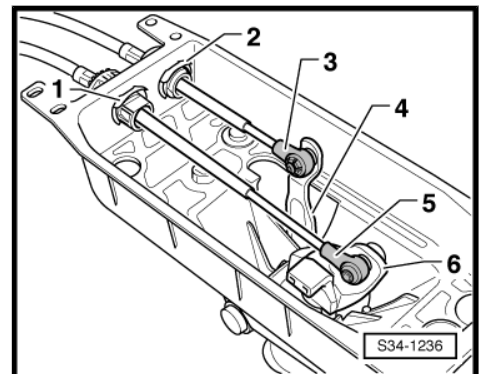
1.32 Removing and installing shift cable and selector cable (Yeti)

1.32.1 Removing

- Removing shift mechanism
⇒ [“1.28 Removing and installing shift mechanism \(Yeti\)”](#), page 162 .
- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.



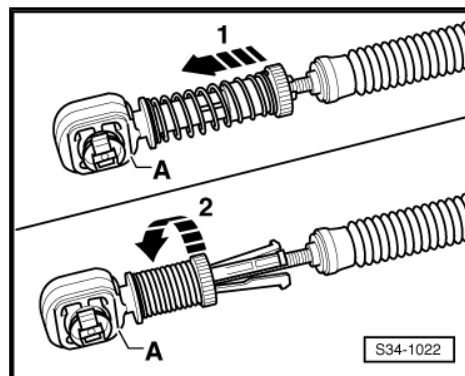
- Remove circlips -1- and -2-.
- Lever off the selector cable -3- from the selector angle plate -4- and the shift cable -5- from the shift lever guide -6-.
- Remove shift cable and selector cable from shift housing.



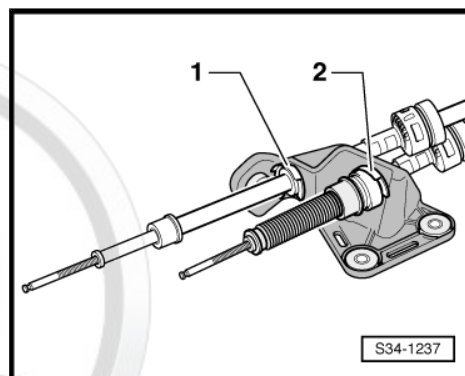


Unlock catches -A- for shift cable and selector cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.
- Remove the catches from the cables.



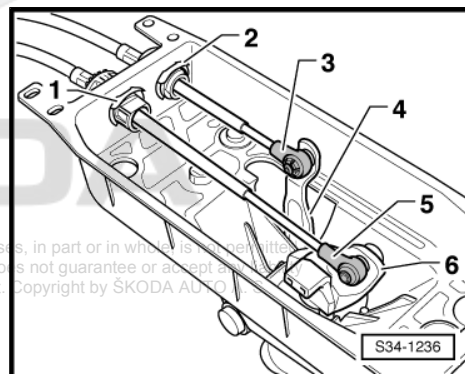
- Remove circlips -1- and -2-.
- Remove the cable support from the cables.



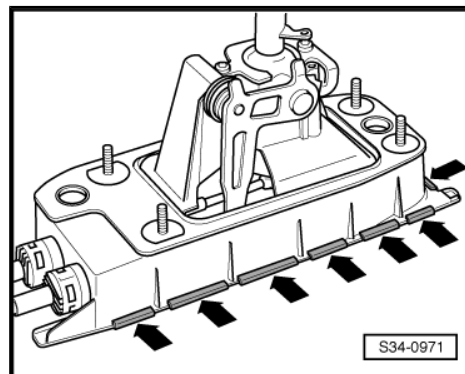
1.32.2 Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Push the selector cable -3- onto the selector lever -4- and the shift cable -5- onto the shift lever guide -6-.
- Attach shift cable and selector cable to shift housing with lock washers -1- and -2-.



- Install gasket and attach cover for shift mechanism by pressing on the tabs -arrows- onto the shift housing.
- Installing shift mechanism
⇒ [“1.28 Removing and installing shift mechanism \(Yeti\)”, page 162](#).
- Setting the shift mechanism
⇒ [“1.33 Setting the shift mechanism”, page 174](#).



1.33 Setting the shift mechanism

Special tools and workshop equipment required

- ♦ Rig pin - T10027A-

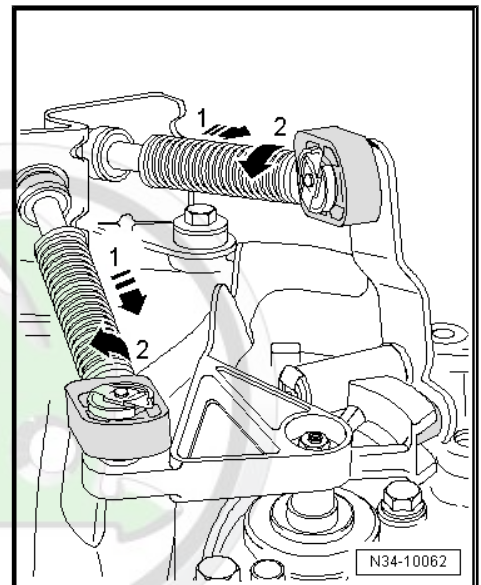
◆ Release tool - T30098-



Note

The following points are essential to ensure correct adjustment of selector mechanism:

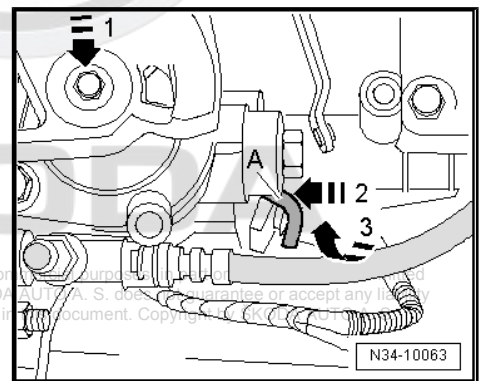
- Gearbox, clutch and clutch control in perfect condition
- Shift mechanism operates freely
- Control- and transmission elements of the shift mechanism are in perfect condition
- Gearbox in Neutral
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Pull forward the locking mechanism at shift cable and at selector cable as far as the stop in -direction of arrow 1-. then lock by turning to the left in -direction of arrow 2-.



Fix the gearshift shaft as follows:

- Press down the gearshift shaft in -direction of arrow 1-.
- When pressing down the gearshift turn the angle lever -A- in -direction of arrow 3- upwards and while doing so press it simultaneously in -direction of arrow 2- until it locks into the gearshift shaft.

For vehicles Octavia II



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- Lever the collar upwards and out of centre console surround -arrows-.



Note

To do so, the release tool - T30098- can be used.

For vehicles Octavia III

- Insert the release tool - T30098- at the rear centrally in the gap between the decorative frame and the collar for the shift lever -arrow 1-.
- Carefully lever the collar for the shift lever out of the centre console -arrow 2- using the release tool - T30098- .
- Pull collar upwards, inside out over gear knob.

For vehicles Superb II

- Lever the collar -A- upwards and out of the centre console surround using the release tool - T30098- -arrows-.

For vehicles Yeti

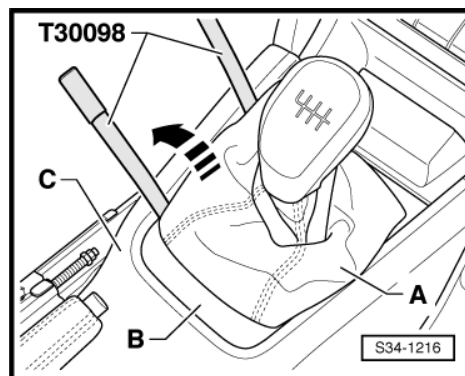
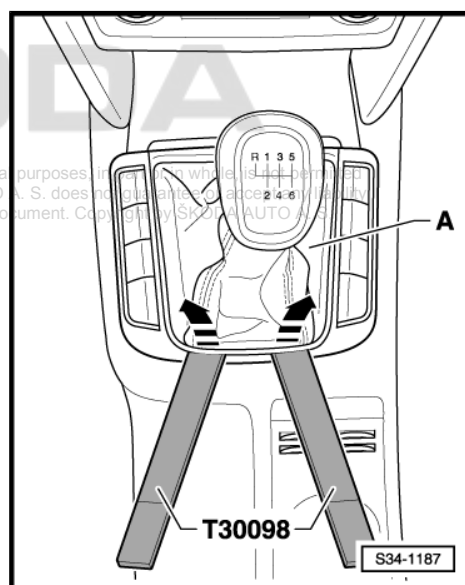
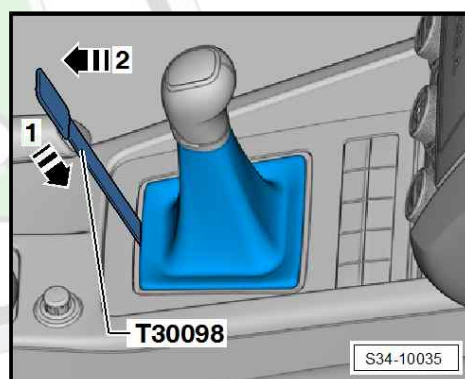
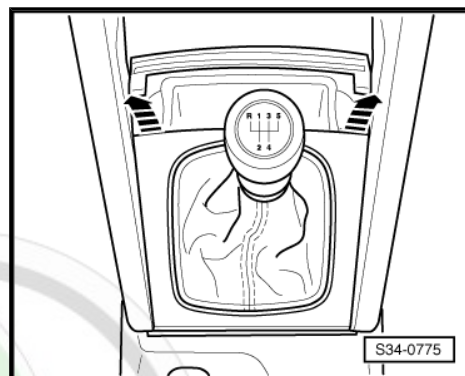
- Lever the collar -A- together with the surround -B- off the centre console -C- using the release tool - T30098- in the -direction of arrow-.
- Pull collar upwards, inside out over gear knob.

For all vehicles

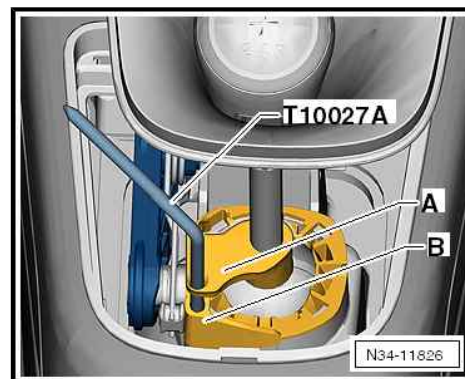
- If present, remove the noise insulation.

Now fix the gearshift lever as follows:

- Engage neutral position on gearshift lever.

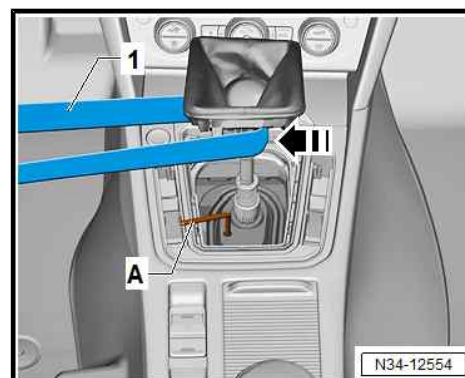


- Insert rig pin - T10027 A- through hole -A- into hole -B-.



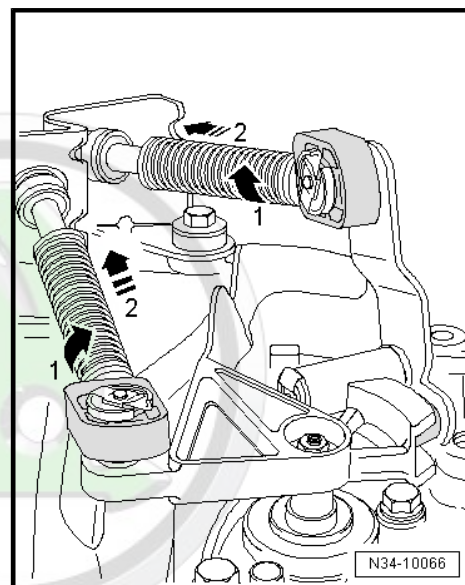
- Tie up the left strap -1- with the shift lever.
- The shift lever is locked with the locking pin - T10027 A- -A-.
- The force of the seat belt is transmitted to the shift lever. It is then pressed and held in the 1st and 2nd gear selector lever gate-arrow-.

Clearance in the switching operation is ruled out in this way.



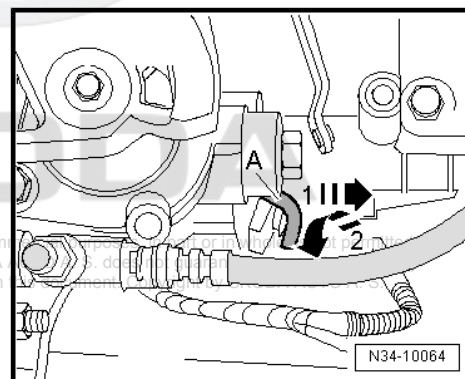
- Turn locking mechanism at shift cable and at selector cable to the right up to the stop in -direction of arrow 1-.

The spring presses the locking mechanism into original position -direction of arrow 2-.



- Turn angle lever -A- -in direction of arrow 2- back to the initial position.

The angle lever -A- must be pressed out of the gearbox in -direction of arrow 1-.

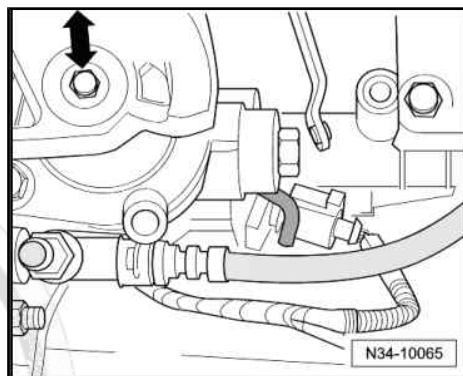


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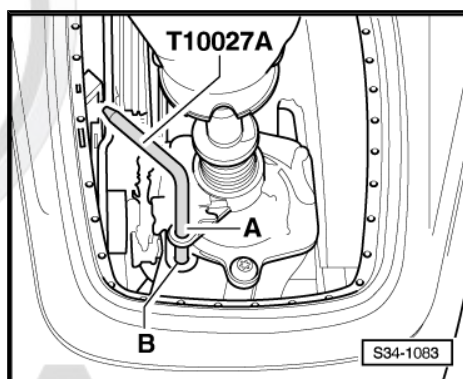


The gearshift shaft must now move in the -direction of the arrow-.

- Pull rig pin - T10027A- out of hole -A- and -B-.

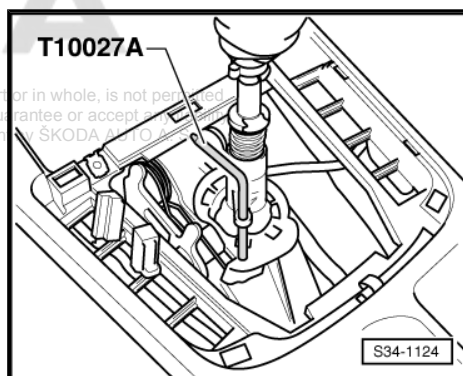


For vehicles Octavia II and Yeti



For vehicles Superb II

- If present, install the noise insulation.
- Press collar into the cover.
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



1.33.1 Operation

- With gearbox in neutral, selector lever must be in selector lever gate for 3rd/4th gear.
- Actuate clutch pedal.
- Select all gears several times. Pay particular attention to proper operation of the reverse gear lock.

If the difficulty in engaging a gear persists after repeated attempts, repeat adjustment procedure of selector mechanism

⇒ ["1.33 Setting the shift mechanism", page 174](#) .

2 Removing and installing the gearbox

⇒ [“2.1 Removing gearbox - front-wheel drive \(Octavia II and Superb II\)”, page 179](#)

⇒ [“2.2 Removing gearbox - four-wheel drive \(Octavia II and Superb II\)”, page 188](#)

⇒ [“2.3 Remove gearbox - front-wheel drive \(Yeti and Octavia III\)”, page 198](#)

⇒ [“2.4 Remove gearbox - four-wheel drive \(Yeti and Octavia III\)”, page 205](#)

⇒ [“2.5 Transporting the gearbox”, page 213](#)

⇒ [“2.6 Transport front axle differential lock”, page 213](#)

⇒ [“2.7 Installing gearbox - front-wheel drive and four-wheel drive \(Octavia II and Superb II\)”, page 214](#)

⇒ [“2.8 Install gearbox - front-wheel drive and four-wheel drive \(Yeti and Octavia III\)”, page 217](#)

2.1 Removing gearbox - front-wheel drive (Octavia II and Superb II)

Special tools and workshop equipment required

- ◆ Adapter - MP3-419/40 (VW 771/40)-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Supporting device - T30099-
- ◆ Hook for MP9-200 and T30099 - MP9-200/10 (10-222A/10)-
- ◆ Surface - T30099/1-
- ◆ Gearbox mount - 3282-
- ◆ Adjusting plate - 3282/33-
- ◆ Adjusting plate - 3282/31-
- ◆ Engine/gearbox jack , e.g. -V.A.G 1383A-
- ◆ Adapter - MP9 200/18 (10-222 A /18)-
- ◆ Closing tool - T10249-
- ◆ Thread repair set , e. g. -VAS 6024-
- ◆ Tensioning strap - T10038-
- ◆ Mounting bracket - T10346-
- ◆ Grease for splines - G 000 100-
- Remove engine cover ⇒ engine; Rep. gr. 10 .



Note

- ◆ *All cable straps that are detached or cut when removing should be attached again in the same place when installing.*
- ◆ *After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*

Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .



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- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

For vehicles Octavia II

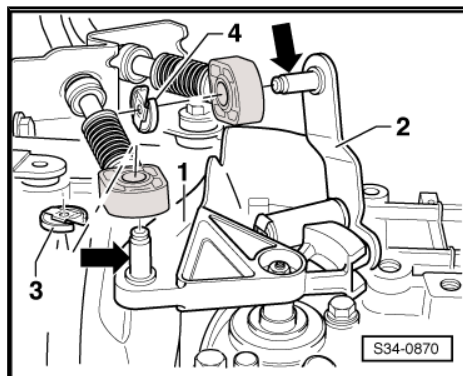
- Remove plenum chamber cover ⇒ Body Work; Rep. gr. 66 .

For all vehicles

- Remove lock washer -3- for shift cable from gearbox shift lever -1- and pull off the shift cable from the stud -arrow-.

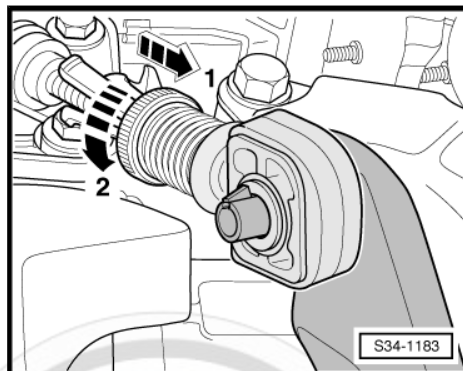
Metal relay lever

- Remove lock washer -4- for selector cable from relay lever -2- and pull off the selector cable from the stud -arrow-.



Plastic relay lever

- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



For all vehicles

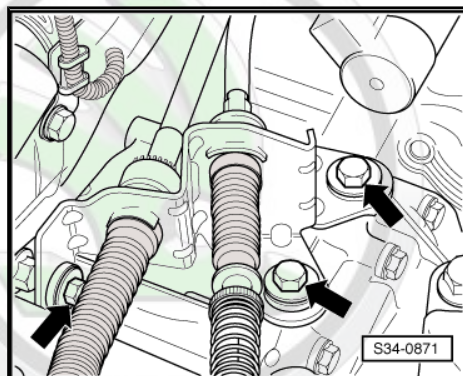
- Disconnect cable support from gearbox -arrows-. lay aside and tie up.

A tube-hose line or a plastic line is fitted between the master cylinder and the bleeder.



Note

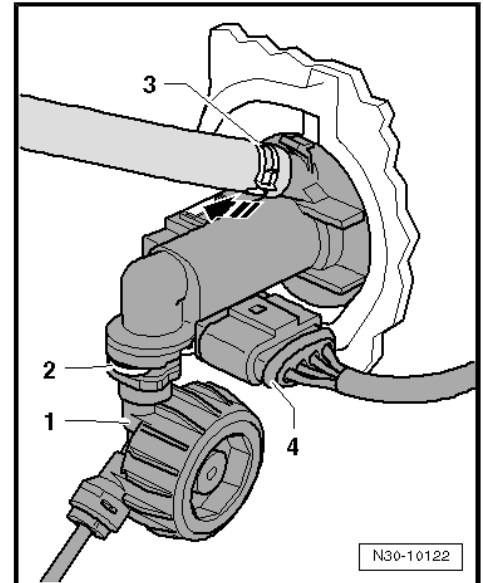
When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.



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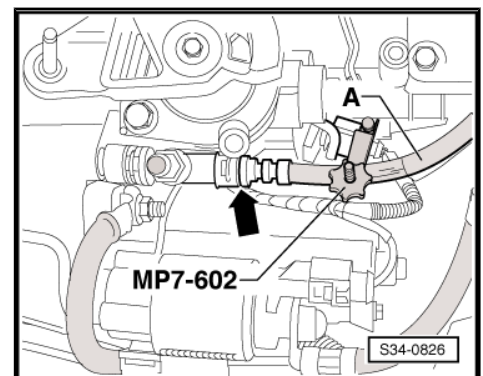
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If a plastic line is fitted, then the plastic return hose -3- must be removed at the master cylinder and closed with a suitable tool e.g. -T10249/1- (do not use hose clamp - MP7-602- , otherwise the return hose -3- can get damaged).



If a tube-hose line is fitted, pinch off the hose for the tube-hose line -A- to the master cylinder with the hose clamp - MP7-602 (3094)- (do not use the hose clamp - MP7-602- for the plastic line -A-).

- Pull out retaining clip -arrow- for tube-hose line and/or plastic line up to the stop.
- Pull out the tube-hose line and/or plastic line from the bleeder/ slave cylinder and close in a suitable manner.



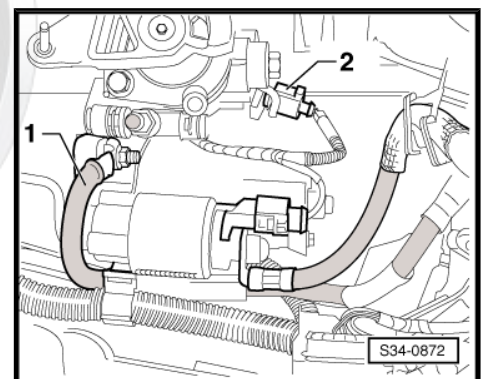
Caution

After removing the tube-hose line, do not operate the clutch pedal.

- Remove earth strap -1- from top starter.
- Disconnect plug -2- of the reversing light switch - F4- .
- Disconnect connector and cables from the starter.
- Remove engine/gearbox connecting screws at the top.
- Remove fixing screw for starter at the top.

For vehicles Octavia II

If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - T30099- , these must now be removed.





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Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

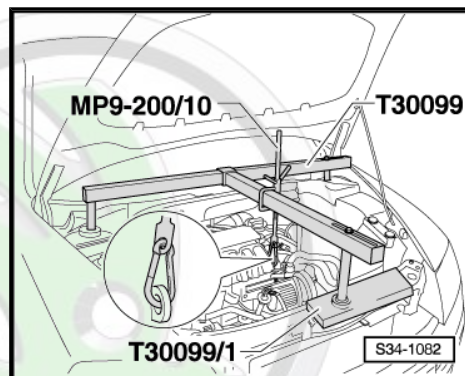
Gearbox 02Q, 0FB, 0BB - Edition 08.2018

- Fit supporting device - T30099- .
- Slightly take up the weight of the engine/gearbox unit via the spindle. do not raise.

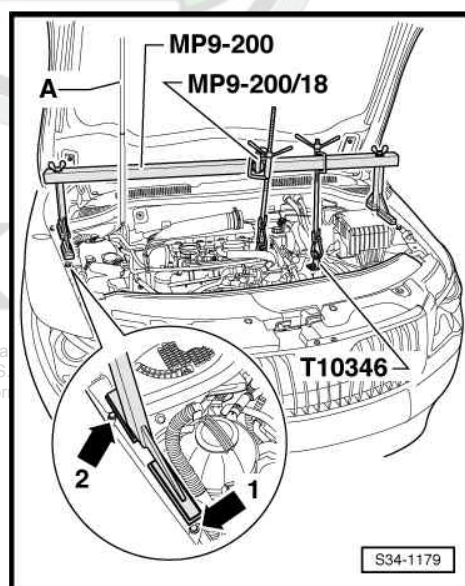
For vehicles Superb II

- Remove the filling pieces from both upper edges of the wings.

If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - MP9-200 (10-222A)- , these must now be removed.

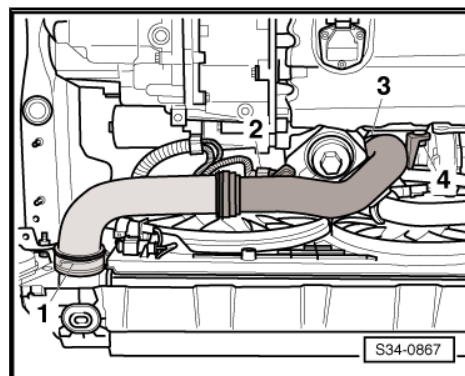


- Tighten the holder - T10346- on the rear of the three location holes for the battery tray.
- To do so, use a collar screw M6 or one of the fixing screws for the battery tray.
- Position the supporting device - MP9-200 (10 - 222 A)- behind the pressurized gas strut -A- for the front flap.
- Place the feet of the supporting device . as shown in the illustration. behind the screw -arrow 1- and sideways up to the screw -arrow 2- on the wheelhouse frame side rail at the top.
- Connect the holder - T10346- with the supporting device.
- Hook the second spindle into the front left engine lifting eye.
- Slightly take up the weight of the engine/gearbox unit via the spindle. do not raise.



For all vehicles

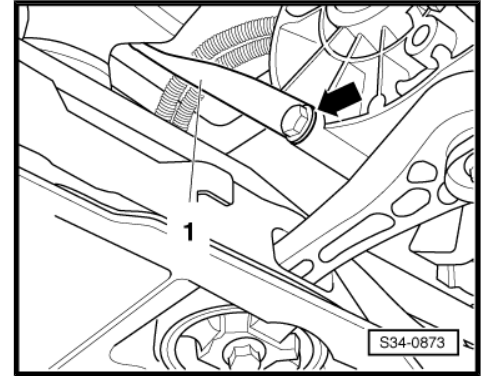
- Loosen the front wheel bolts.
- Raise vehicle:
- ♦ ⇒ Maintenance ; Booklet Octavia II
- ♦ ⇒ Maintenance ; Booklet Superb II
- Remove wheels at the front.
- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and lower part of the front left wheelhouse liner.
- Unscrew bracket from starter.
- Remove starter ⇒ Electrical System; Rep. gr. 27 .
- Disconnect plug connection -2- at the charge pressure sender - G31- .
- Unscrew bolt -4-.
- Remove the air guide pipe between the charge air cooler and the intake manifold. to do so slightly raise the retaining clips -1- and -3- ⇒ Engine; Rep. gr. 21 .



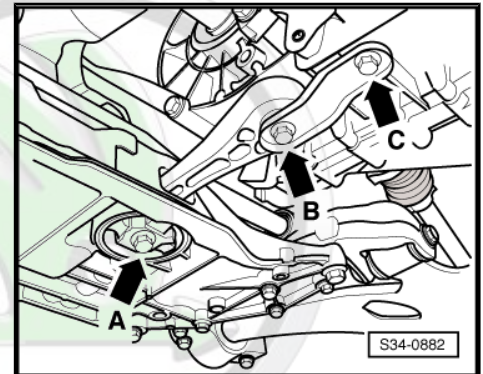
- Detach support (if present) -1- for exhaust system from gearbox -arrow- and front exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.

 Note

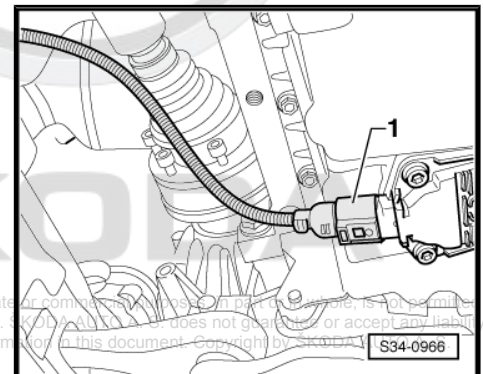
The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.



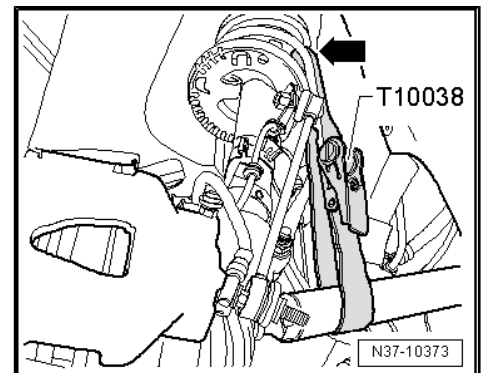
- Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.



- Disconnect plug -1- for oil level and oil temperature sender - G266- .



- Remove left drive shaft from the flange shaft of the gearbox ⇒ Chassis; Rep. gr. 40 and tie up as far as possible (do not damage the surface protection).



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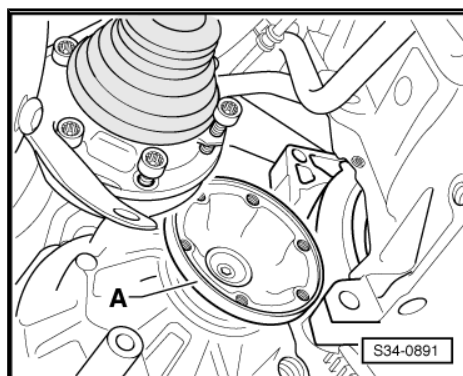
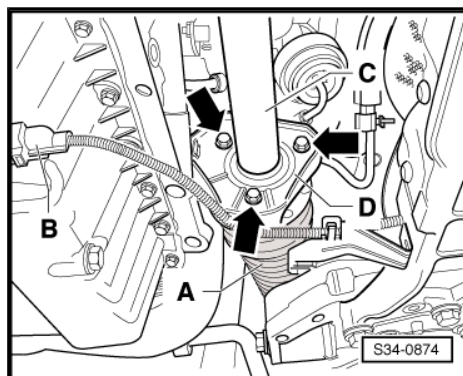
- Disconnect plug -B- from oil level and oil temperature sender - G266- .

For vehicles Octavia II with intermediate shaft

- Remove drive shaft to the right ⇒ Chassis; Rep. gr. 40 .
- Remove right intermediate shaft -C- from bracket -D- -arrows- and pull off from the rigid shaft of the gearbox.

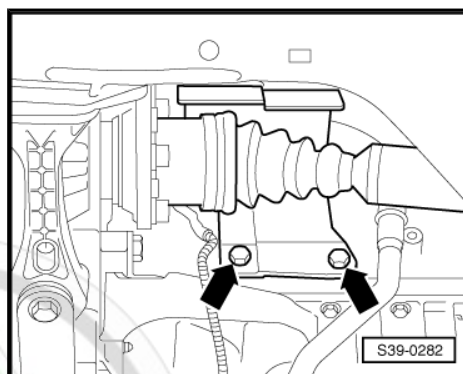
For all vehicles without intermediate shaft

- Only remove right drive shaft from the flange shaft -A- of the gearbox.



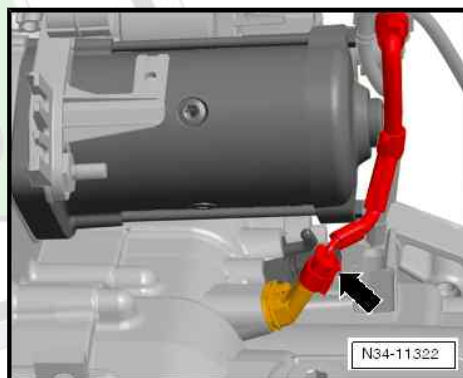
- For this purpose. remove screen cap for drive shaft (if present) from the engine -arrows-.
- Secure drive shaft (e.g. with wire. cord).

For vehicles with start/stop system



- Separate the plug from the transmission neutral sender - G701- -arrow-.

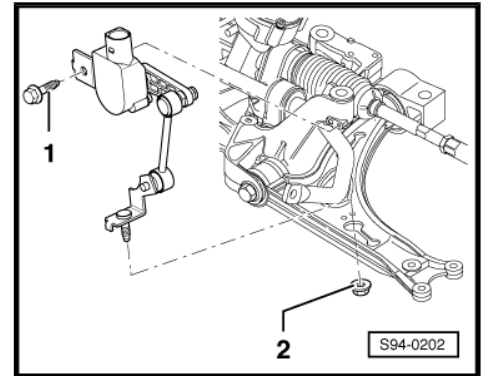
Continued for all vehicles



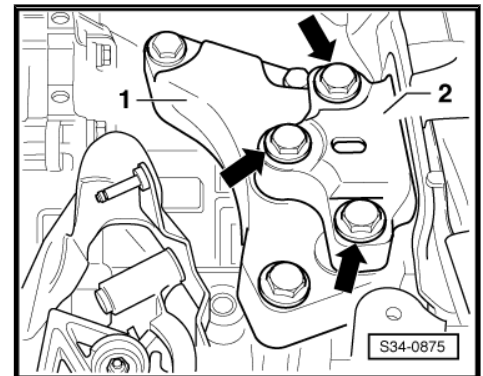
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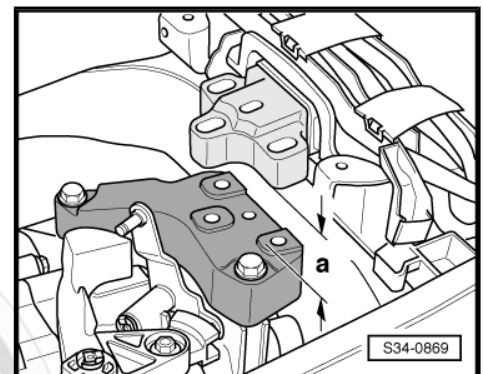
- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove the assembly carrier with console without steering gear. left track control arm and coupling rod ⇒ Chassis; Rep. gr. 40 .



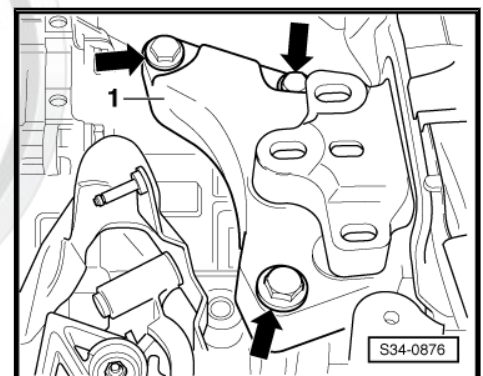
- Unscrew the screws -arrows- of the left unit mounting -2- from the console -1-.



- Lower the gearbox to the dimension -a- approx. 60 mm by adjusting the spindle.



- Unscrew the fixing screws -arrows- for the console -1-.
- Remove console -1- from gearbox.



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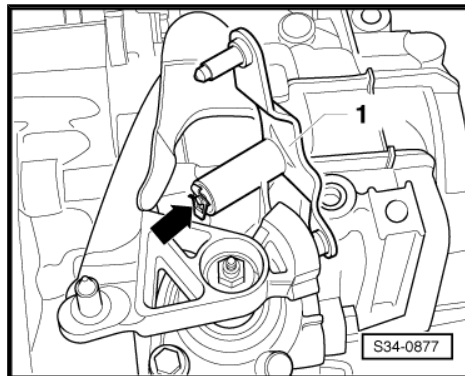


Metal relay lever

- Detach circlip -arrow- from the relay lever -1- and remove relay lever.

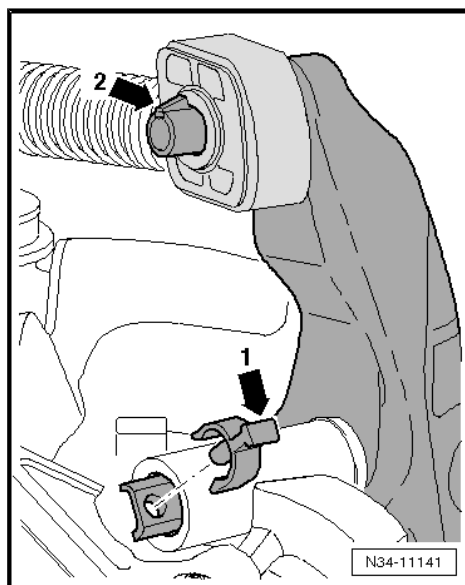
Plastic relay lever

- The shifter shaft lever is in neutral position.



The relay lever is secured with a clip -arrow 1- in the cover

- Remove the clip -arrow 1- and the relay lever together with the cable lock -arrow 2-.

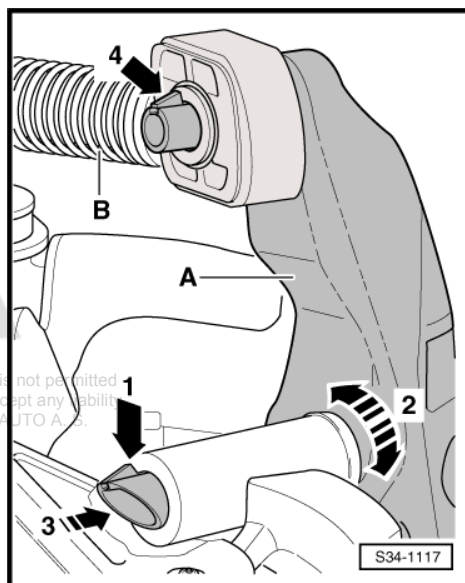


The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Move back and forward reversing lever -A- in its position -arrow 2-. To do so carefully pull out in -direction of arrow 3- with the cable lock -B-.

Note

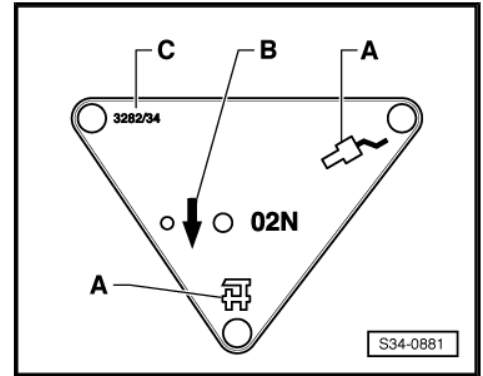
To install, grease bearing points and friction surfaces with grease - G 000 450 02- .



For all vehicles

- Remove the gearshift lever from the gearshift shaft.
- Remove engine/gearbox connecting screws at the bottom and screw (M8 x 30) for the bracket of the coolant pipe to turbo-charger (if this wiring is available).
- Align gearbox mount - 3282- for removal of gearbox "02Q" with adjusting plate - 3282/33- .
- Insert gearbox mount - 3282- into engine/gearbox jack , e.g. - V.A.G 1383A- .
- Align arms of the gearbox mount with the holes in the adjusting plate .

- Screw in the support elements -A- as illustrated on the adjustment plate .
- Instead of the mounting element -C- screw in the bolt - 3282/29- .
- Position the engine and gearbox jack e.g. -V.A.G 1383A- below the vehicle; the arrow -B- on the adjusting plate points in the direction of travel/vehicle.
- Align the adjusting plate parallel to the gearbox.



- Secure adapter - MP3-419/40- in the threaded bore of the gearbox housing as shown.
- Subsequently screw in the bolt - 3282/29- into the hole for the fixing screw of the pendulum support on the gearbox.
- Secure the gearbox on the gearbox mount - 3282- using screw (M10 x 20) -A-.

While doing so the drift -B- must close at the bottom flush with the guide of the gearbox mount - 3282- -arrow-.

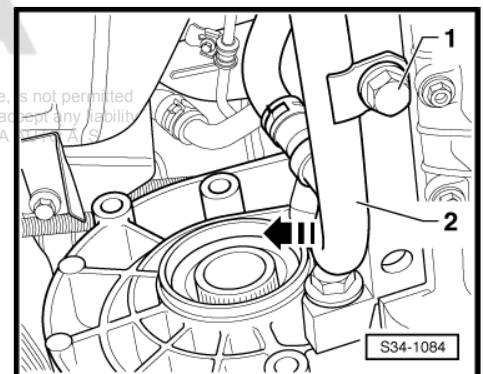
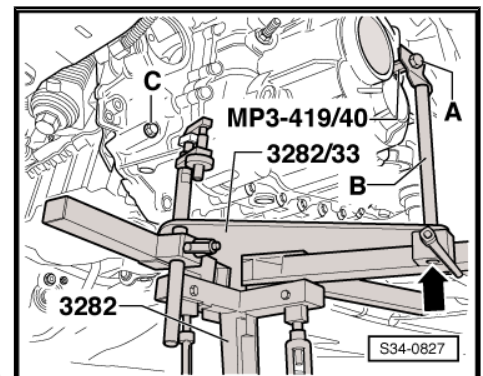
- Remove engine/gearbox -C- connecting screw.

For vehicles with auxiliary heating

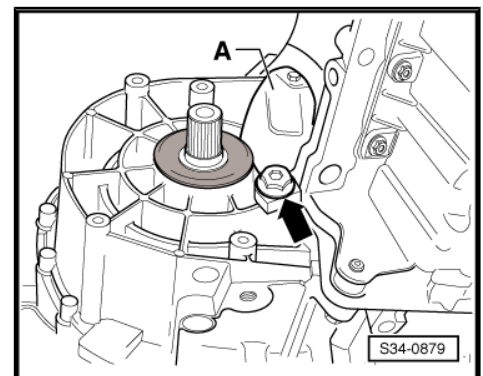
- Unscrew screw -1- and carefully press off the pipe -2- of the auxiliary heating from the engine -in direction of arrow-.

Continued for all vehicles

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- Remove small cover plate -A- for flywheel.
- Unscrew engine/gearbox connecting screw -arrow-.
- Press gearbox from engine (dowel sleeves).





SKODA

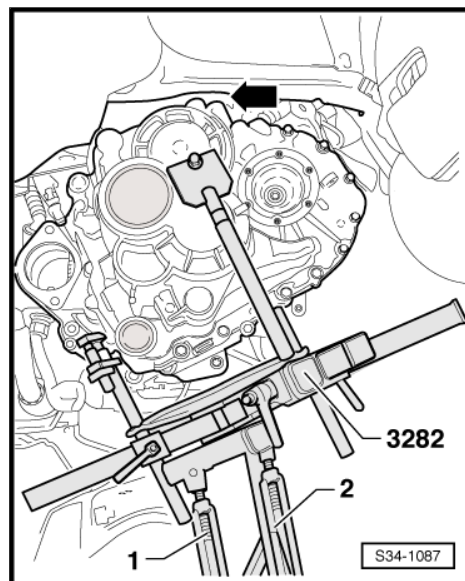
Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

- Turn the gearbox in the area of the differential gear via the spindle -1- of the gearbox mount - 3282- upwards.
- Position the gearbox via the spindle -2- of the gearbox mount - 3282- inclined to the left.
- Then guide the right flange shaft of the gearbox past the fly-wheel. while doing so observe the frame side rail -arrow-.
- Carefully lower the gearbox.

**Note**

Observe all lines when lowering the gearbox.



2.2 Removing gearbox - four-wheel drive (Octavia II and Superb II)

Special tools and workshop equipment required

- ◆ Adapter - MP3-419/40 (VW 771/40)-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Supporting device - T30099-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/62-
- ◆ Engine/gearbox jack , e.g. -V.A.G 1383A-
- ◆ Supporting device - MP9-200 (10-222A)-
- ◆ Adapter - MP9 200/18 (10 - 222 A /18)-
- ◆ Thread repair set , e. g. -VAS 6024-
- ◆ Tensioning strap - T10038-
- ◆ Grease for splines - G 000 100-
- Remove engine cover ⇒ engine; Rep. gr. 10 .

**Note**

- ◆ *All cable straps that are detached or cut when removing should be attached again in the same place when installing.*
- ◆ *After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*

- Disconnect the battery-earth strap with the ignition off ⇒ Elec-
trical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep.
gr. 24 .

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- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

For vehicles Octavia II

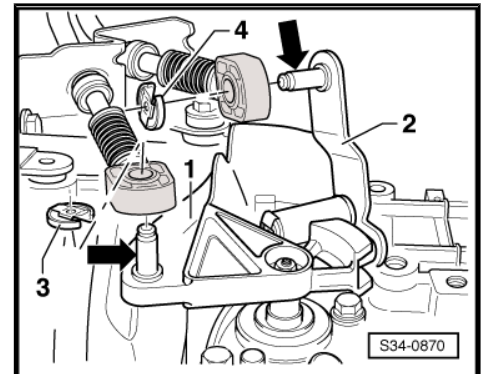
- Remove plenum chamber cover ⇒ Body Work; Rep. gr. 66 .

For all vehicles

- Remove lock washer -3- for shift cable from gearbox shift lever -1- and pull off the shift cable from the stud -arrow-.

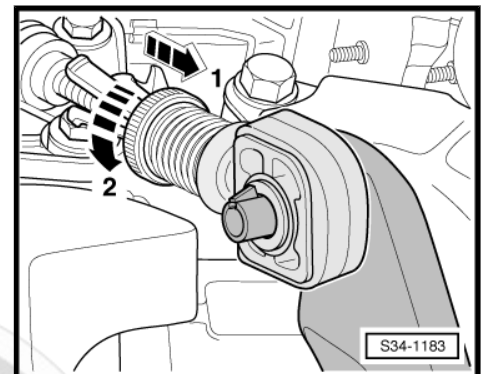
Metal relay lever

- Remove lock washer -4- for selector cable from relay lever -2- and pull off the selector cable from the stud -arrow-.



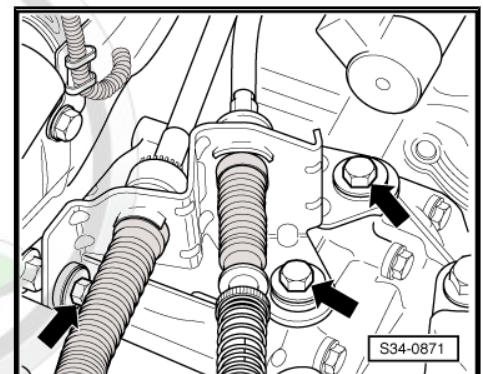
Plastic relay lever

- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



For all vehicles

- Disconnect cable support from gearbox -arrows-. lay aside and tie up.



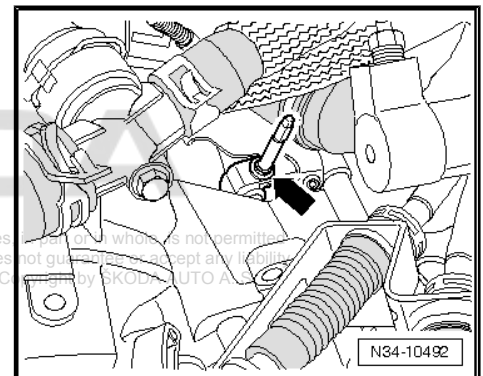
- If present, remove the ventilation pipe from the angle gearbox -arrow-.

A tube-hose line or a plastic line is fitted between the master cylinder and the bleeder.



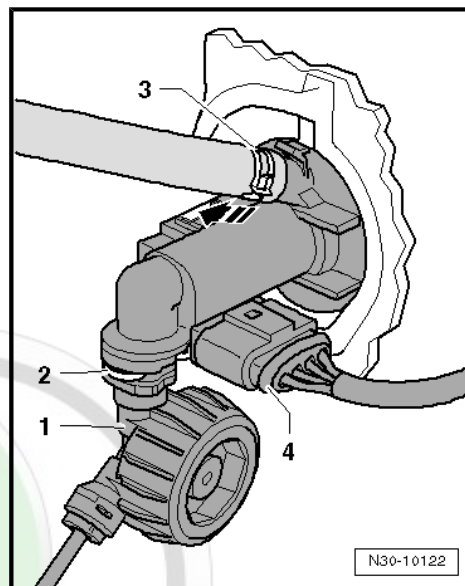
Note

When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.





If a plastic line is fitted, then the plastic return hose -3- must be removed at the master cylinder and closed with a suitable tool e.g. -T10249/1- (do not use hose clamp - MP7-602 - , otherwise the return hose -3- can get damaged).



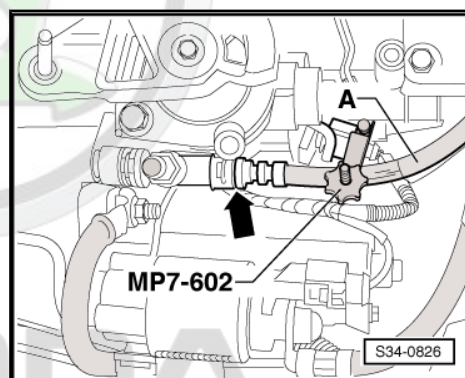
If a tube-hose line is fitted, pinch off the hose for the tube-hose line -A- to the master cylinder with the hose clamp - MP7-602 (3094)- (do not use the hose clamp - MP7-602- for the plastic line -A-).

- Pull out retaining clip -arrow- for tube-hose line and/or plastic line up to the stop.
- Pull out the tube-hose line and/or plastic line from the bleeder/ slave cylinder and close in a suitable manner.



Caution

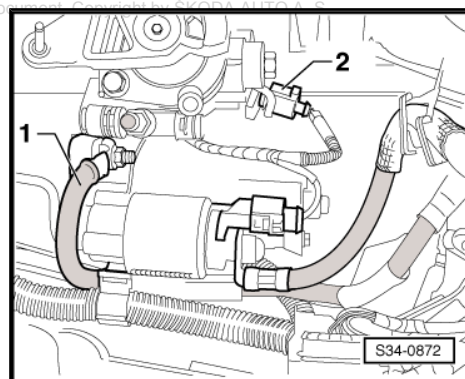
After removing the tube-hose line, do not operate the clutch pedal.



- Remove earth strap -1- from top starter.
- Disconnect plug -2- of the reversing light switch - F4- .
- Disconnect connector and cables from the starter.
- Remove engine/gearbox connecting screws at the top.
- Remove fixing screw for starter at the top.

For vehicles Octavia II

If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - T30099- , these must now be removed.

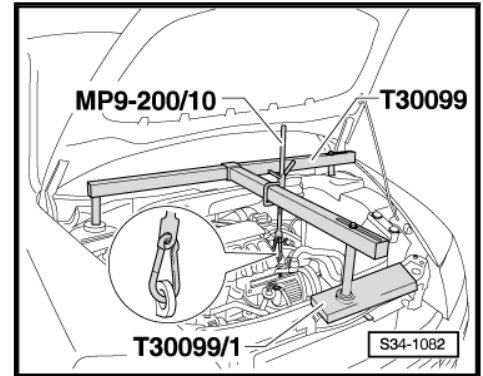


- Fit supporting device - T30099- .
- Slightly take up the weight of the engine/gearbox unit via the spindle. do not raise.

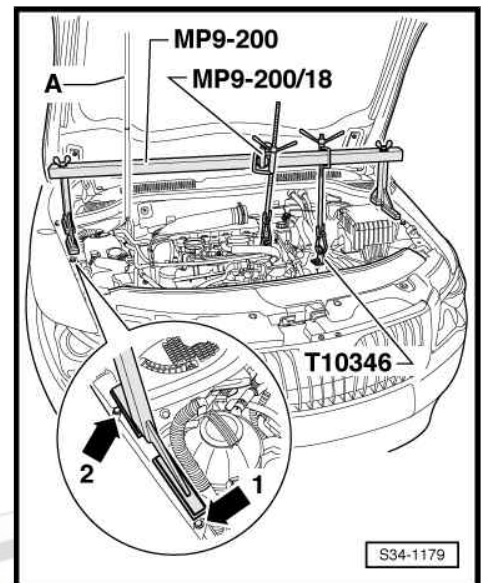
For vehicles Superb II

- Remove the filling pieces from both upper edges of the wings.

If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - MP9-200 (10-222A)- , these must now be removed.

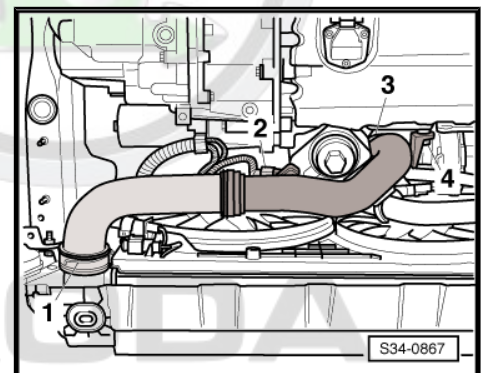


- Tighten the holder - T10346- on the rear of the three location holes for the battery tray.
- To do so, use a collar screw M6 or one of the fixing screws for the battery tray.
- Position the supporting device - MP9-200 (10-222A)- behind the pressurized gas strut -A- for the front flap.
- Place the feet of the supporting device . as shown in the illustration. behind the screw -arrow 1- and sideways up to the screw -arrow 2- on the wheelhouse frame side rail at the top.
- Connect the holder - T10346- with the supporting device .
- Hook the second spindle into the front left engine lifting eye.
- Slightly take up the weight of the engine/gearbox unit via the spindle. do not raise.



For all vehicles

- Loosen the front wheel bolts.
- Raise vehicle ⇒ Maintenance ; Booklet Octavia II .
- Remove wheels at the front.
- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and lower part of the front left wheelhouse liner.
- Unscrew bracket from starter.
- Remove starter ⇒ Electrical System; Rep. gr. 27 .
- Disconnect plug connection -2- at the charge pressure sender - G31- .
- Unscrew bolt -4-.
- Remove the air guide pipe between the charge air cooler and the intake manifold. to do so slightly raise the retaining clips -1- and -3- ⇒ Engine; Rep. gr. 21 .



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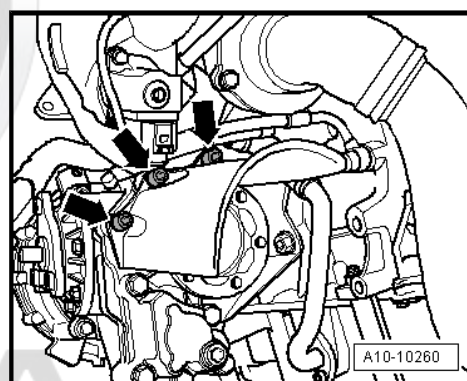
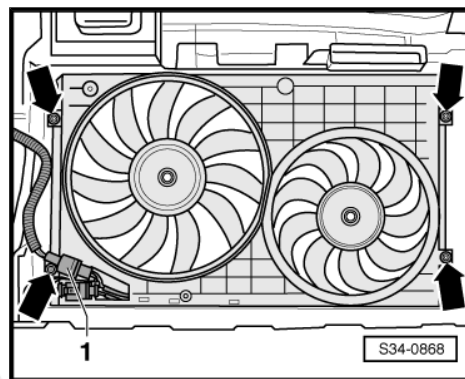
- Separate electrical plug connection -1-.
- Remove screws -arrows- and take out fan shroud downwards.
- Remove all supports for exhaust gas system from gearbox and from exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.



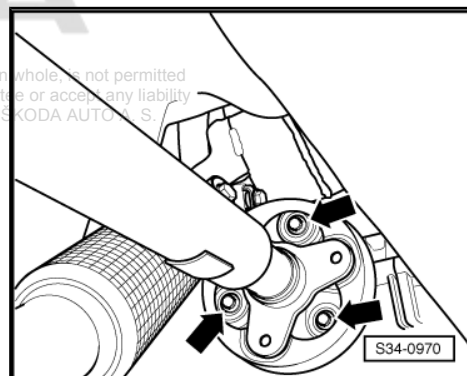
Note

The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.

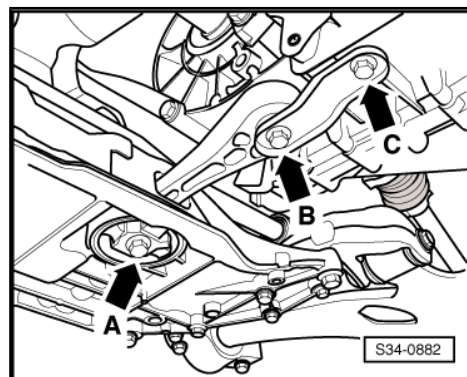
- If applicable remove cap for drive shaft -arrows-.



- Mark the position of the propshaft with flexible disk to the flange of the angle gearbox.
- Unscrew propshaft with flexible disk from flange of angle gearbox -arrows-.



- Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.





Note

After removing the pendulum support from the gearbox, the engine/gearbox unit swivels slightly towards the front (direction front). When removing and installing make sure that the gasket ring -arrow- in the propshaft flange is not damaged.

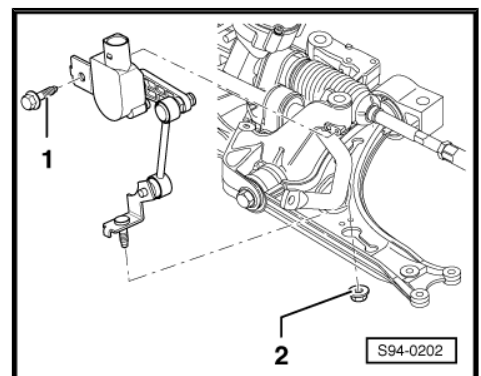
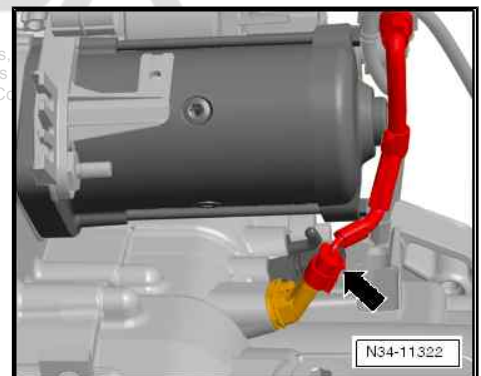
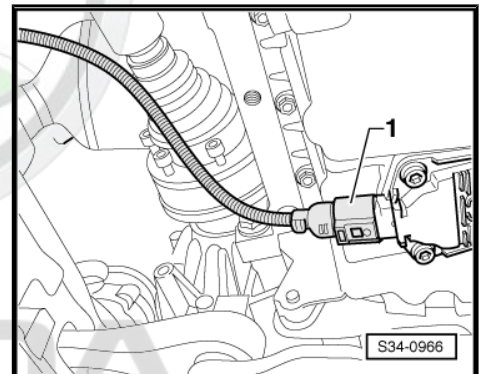
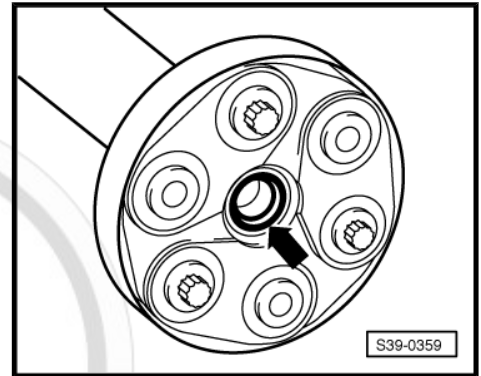
- Push engine/gearbox unit forwards and take propshaft out of angle gearbox.
- Raise propshaft and tie up.
- Disconnect plug -1- for oil level and oil temperature sender - G266- .

For vehicles with start/stop system

- Separate the plug from the transmission neutral sender - G701- -arrow-.

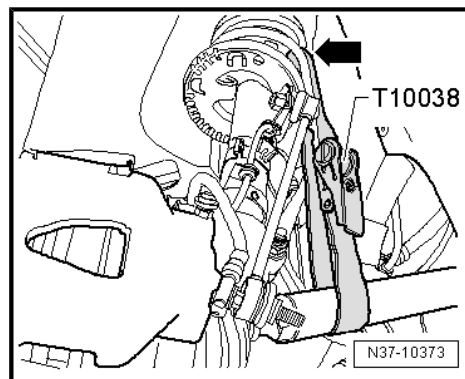
Continued for all vehicles

- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove the assembly carrier with console without steering gear, left track control arm and coupling rod ⇒ Chassis; Rep. gr. 40 .
- Remove the left and right drive shaft from the flange shafts ⇒ Chassis; Rep. gr. 40 .



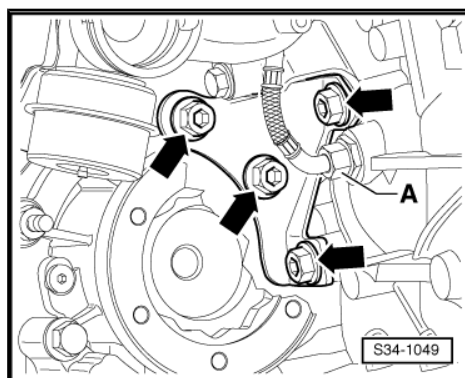


- Secure the drive shaft e.g. with the tensioning strap - T10038- (while doing so do not damage the surface protection).



For vehicles without particle filter

- Remove oil line for exhaust turbocharger -A- at engine.
- Remove support between engine and angle gearbox -arrows-.



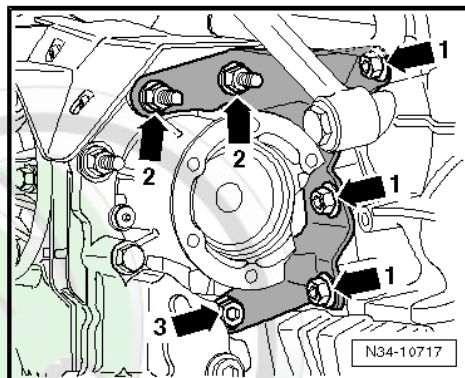
For vehicles with particle filter

- Remove particle filter with bracket for particle filter ⇒ Engine; Rep. gr. 26 .
- Unscrew screws for support between engine and angle gearbox -arrows 1-, -2- and -3-.



Note

The support between engine and angle gearbox can only be removed if the gearbox is removed from the engine.



For vehicles with auxiliary heating

For these vehicles the angle gearbox -1- must be removed ⇒ ["4 Removing and installing angle gearbox", page 391](#) .



Note

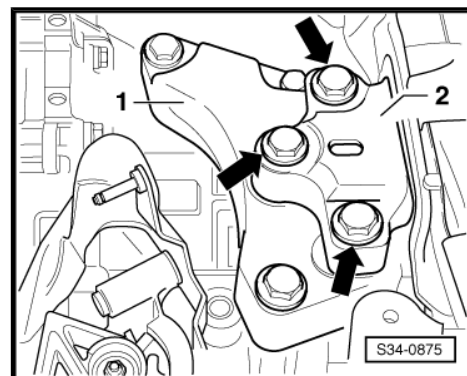
- ◆ Otherwise the pipe -2- of the auxiliary heating is damaged.
- ◆ The engine/gearbox connecting screw -arrow- can be removed from the cylinder block only after removing the pipe -2- ⇒ [page 197](#) .



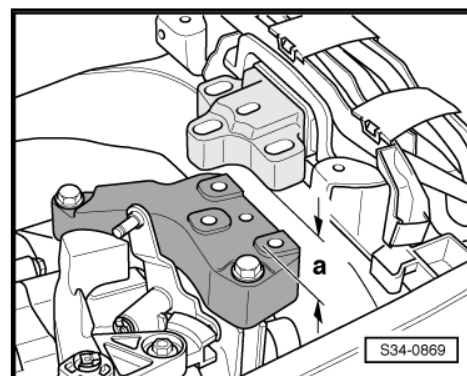
For all vehicles

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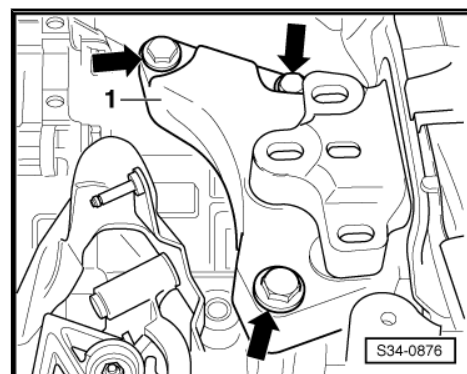
- Unscrew the screws -arrows- of the left unit mounting -2- from the console -1-.



- Lower the gearbox to the dimension -a- approx. 60 mm by adjusting the spindle.



- Unscrew the fixing screws -arrows- for the console -1-.
- Remove console -1- from gearbox.

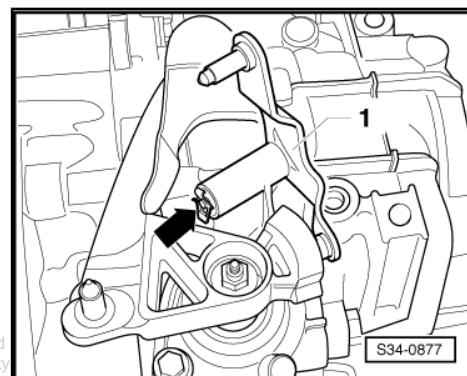


Metal relay lever

- Detach circlip -arrow- from the relay lever -1- and remove relay lever.

Plastic relay lever

- The shifter shaft lever is in neutral position.

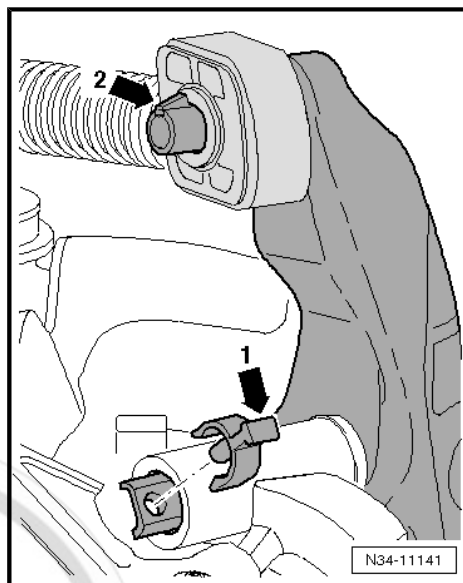


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The relay lever is secured with a clip -arrow 1- in the cover

- Remove the clip -arrow 1- and the relay lever together with the cable lock -arrow 2-.



The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Move back and forward reversing lever -A- in its position -arrow 2-. To do so carefully pull out in -direction of arrow 3- with the cable lock -B-.

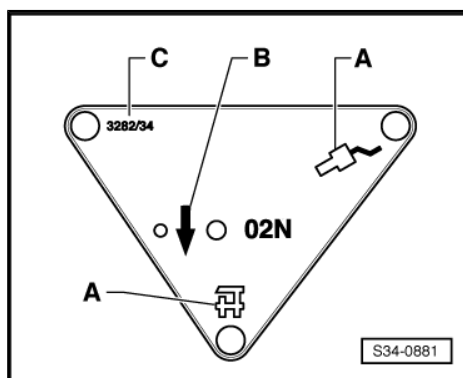
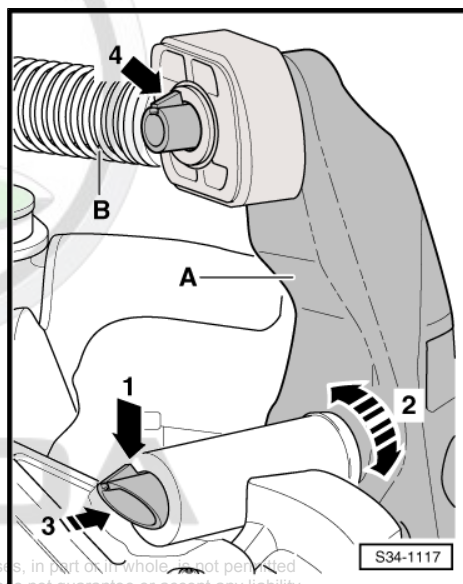


Note

To install, grease bearing points and friction surfaces with grease - G 000 450 02- .

For all vehicles

- Remove the gearshift lever from the gearshift shaft.
- Remove engine/gearbox connecting screws below.
- Align gearbox mount - 3282 - for removal of gearbox "02Q" with adjusting plate - 3282/62- .
- Insert gearbox mount - 3282 - into engine/gearbox jack , e.g. -V.A.G 1383A- .
- Align arms of the gearbox mount to match the holes in the adjusting plate .
- Screw in the support elements -A- as illustrated on the adjustment plate .
- Instead of the mounting element -C- screw in the bolt - 3282/29- .
- Place engine and gearbox jack e. g. -V.A.G 1383A- underneath the vehicle; arrow -B- on adjusting plate faces in the driving direction/vehicle.
- Align the adjusting plate parallel to the gearbox.



- Secure adapter - MP3-419/40 (VW 771/40)- in the threaded bore of the gearbox housing as shown.
- Subsequently screw in the bolt - 3282/29- into the hole for the fixing screw of the pendulum support on the gearbox.
- Secure the gearbox on the gearbox mount - 3282- using screw (M10 x 20) -A-.

While doing so the drift -B- must close at the bottom flush with the guide of the gearbox mount - 3282- -arrow-.

- Remove engine/gearbox -C- connecting screw.

For vehicles with auxiliary heating

- Unscrew screw -1- and carefully press off the pipe -2- of the auxiliary heating from the engine -in direction of arrow-.

For all vehicles

- Remove small cover plate -A- for flywheel.



Note

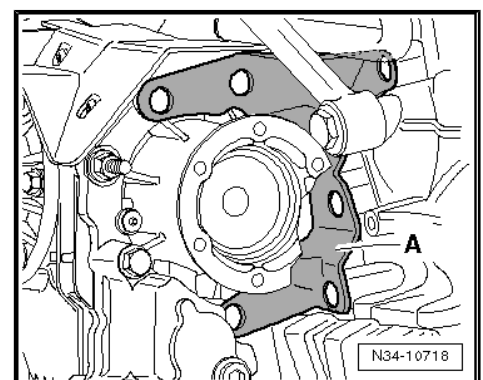
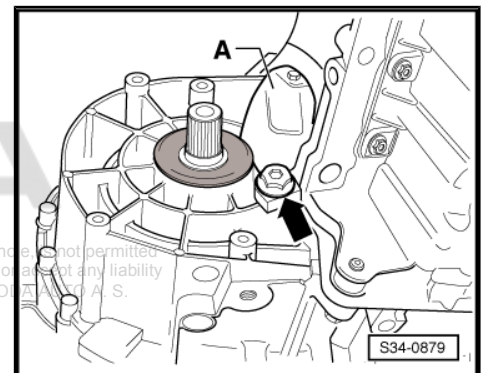
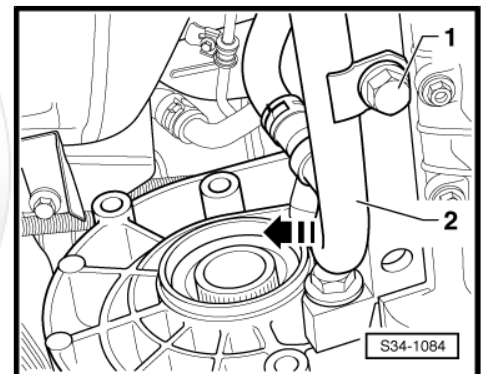
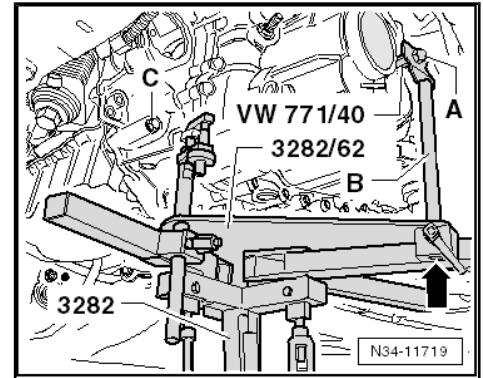
To provide a clearer illustration, the figure of the front drive is used.

- Unscrew engine/gearbox connecting screw -arrow-.
- Press gearbox from engine (dowel sleeves).

For vehicles with particle filter

- Remove support -A- between engine and angle gearbox.

For all vehicles



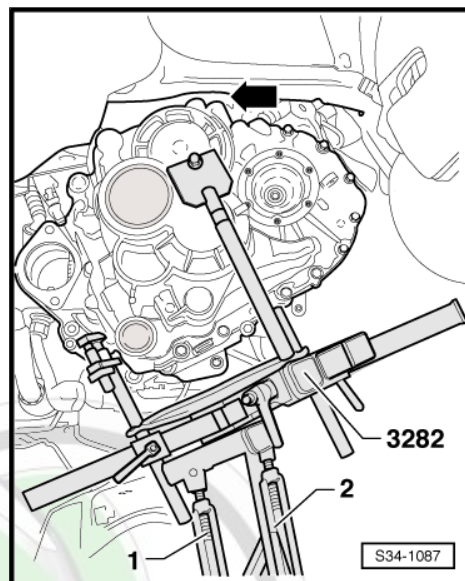


- Turn the gearbox in the area of the differential gear via the spindle -1- of the gearbox mount - 3282- upwards.
- Position the gearbox via the spindle -2- of the gearbox mount - 3282- inclined to the left.
- Then guide the gearbox and angle gearbox past the flywheel. while doing so observe the frame side rail -arrow-.
- Carefully lower the gearbox.



Note

Observe all lines when lowering the gearbox.



2.3 Remove gearbox - front-wheel drive (Yeti and Octavia III)

Special tools and workshop equipment required

- ◆ Supporting device - T30099-
- ◆ Adapter - T40091/3- (Octavia III)
- ◆ Support - 10-222A/31- (Octavia III)
- ◆ Base - T30119- (Octavia III)
- ◆ Adapter - MP9-200/18- (Octavia III)
- ◆ Hook - MP9-200/10 (10-222A/10)-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/33-
- ◆ Adapter - MP3-419/40 (VW 771/40)-
- ◆ Engine/gearbox jack , e.g. -V.A.G 1383A-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Grease for splines - G 000 100-
- Remove engine cover ⇒ engine; Rep. gr. 10 .

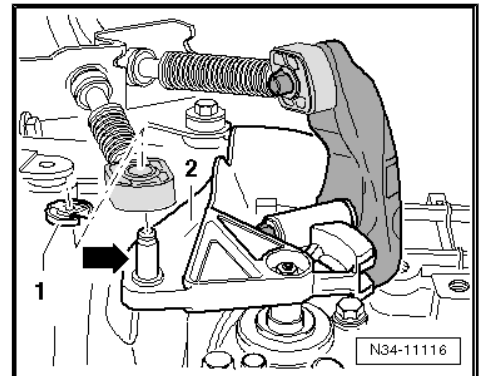


Note

- ◆ All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

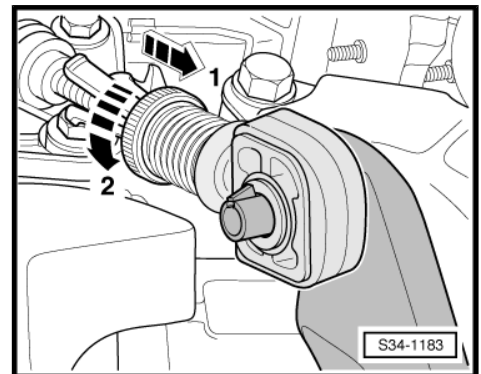
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- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove plenum chamber cover ⇒ Body Work; Rep. gr. 66 .
- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.



In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove the relay lever together with the cable lock during future work procedure.

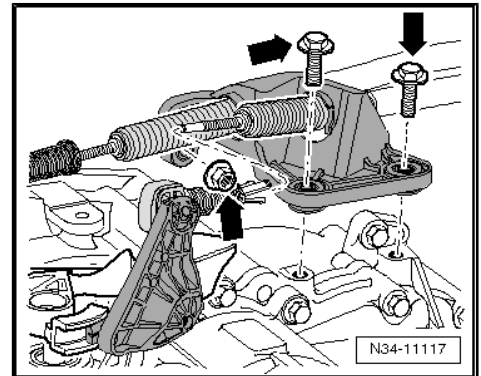


- Disconnect cable support from gearbox -arrows-. lay aside and tie up.



Note

- ◆ A plastic line is fitted between the master cylinder and the bleeder/slave cylinder. This plastic line must not be disconnected (do not use hose clamp - MP7-602-).
- ◆ When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.



To ensure that the brake fluid does not completely flow out of the clutch control, carry out the following work procedure:



- Connect the bleeder hose -A- with the drip bottle of the brake bleeding device.
- Fit the bleeder hose -A- onto the bleeder -arrow-.
- Open vent valve.



Note

On certain vehicles the vent valve can be opened by hand. To do so, turn the vent valve 180° to the left as far as the stop.

- Press the clutch pedal and leave it in this position. Do not let it return to initial position.
- Close the vent valve and disconnect the bleeder hose -A- from the bleeder -arrow-.
- Pull out retaining clip -arrow- for plastic line -2- up to the stop.
- Pull out the plastic line from the bleeder/slave cylinder and close with a suitable plug.

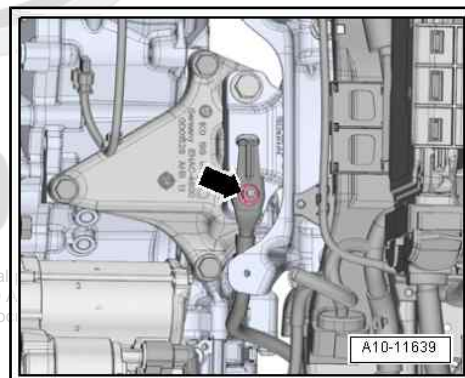
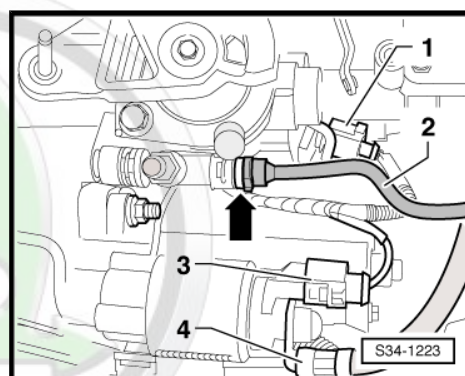
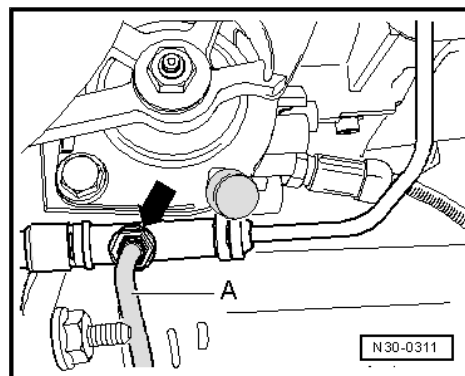


Note

Do no longer move the clutch pedal after removing the plastic line.

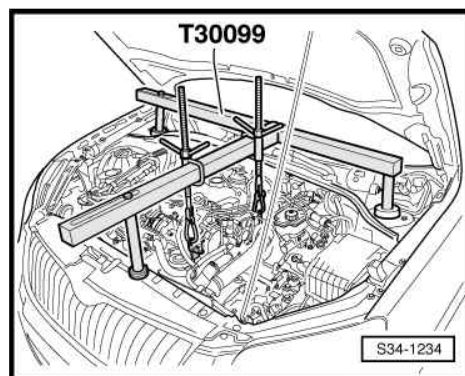
- Disconnect plug -1- of the reversing light switch - F4- .
- Unplug connector -3- and the cable -4- from the starter.
- Remove engine/gearbox connecting screws at the top.
- Unscrew nut -arrow- and remove earth strap from gearbox mount, if present.

For vehicles Yeti



- Fit supporting device - T30099- .

For vehicles Octavia III



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- Fit supporting device -T30099- .

Continued for all vehicles



Note

If hose and cable connections are located in the area of the lifting eye(s) of the engine for the hook (hooks) of the supporting device - T30099- . they must now be removed.

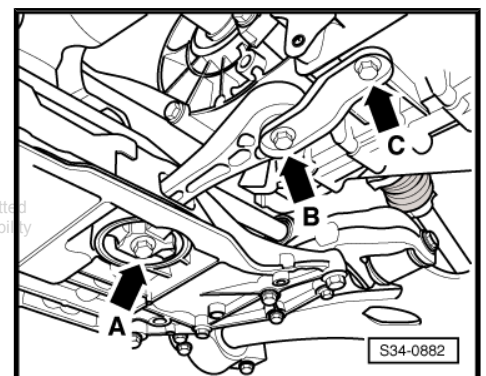
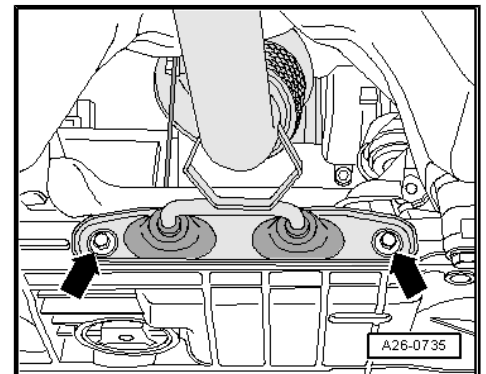
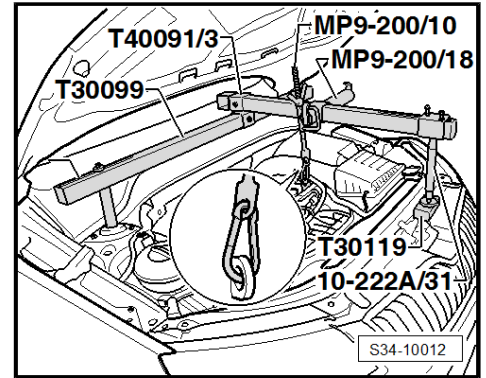
- Attach the hook(s) of the supporting device to the lifting eye(s) of the engine.
- Slightly take up the weight of the engine/gearbox unit via the spindle(s). do not raise.
- Loosen the front wheel bolts.
- Raise vehicle:
- ◆ ⇒ Maintenance ; Booklet Yeti .
- ◆ ⇒ Maintenance ; Booklet Octavia III .
- Remove wheels at the front.
- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and front left and right wheelhouse liner.
- Unscrew bracket from starter and remove starter ⇒ Electrical System; Rep. gr. 27 .
- Remove all supports for exhaust gas system from gearbox and from exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve and remove bracket for the pre-exhaust pipe from the assembly carrier -arrows- ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.



Note

The decoupling element of the exhaust system should not be bent by more than 10° - risk of damage.

- Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.

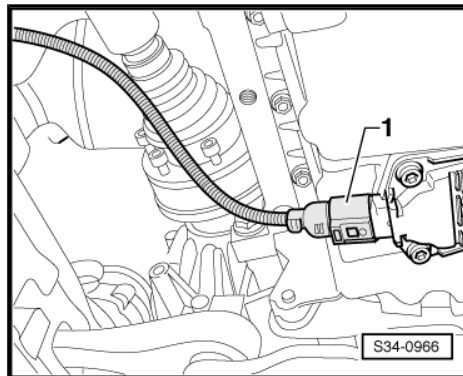


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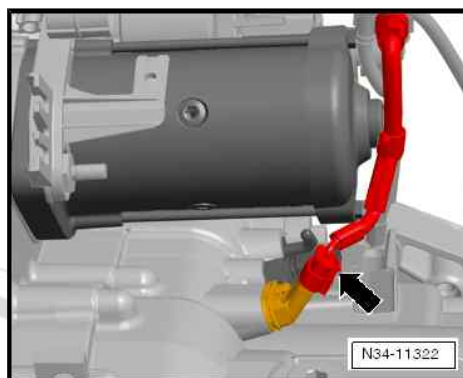
- Disconnect plug -1- from oil level and oil temperature sender - G266- .

For vehicles with start/stop system

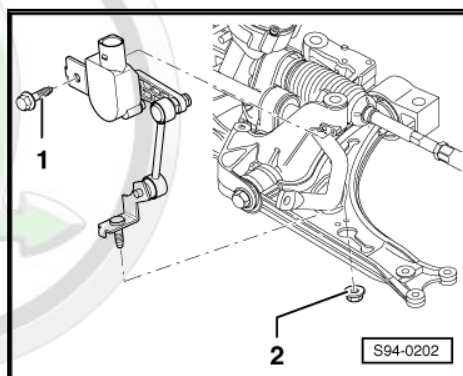


- Separate the plug from the transmission neutral sender - G701- -arrow-.

Continued for all vehicles

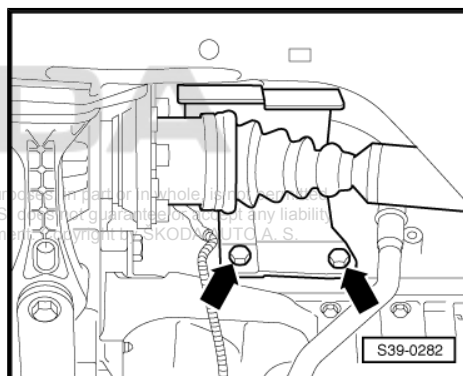


- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove the assembly carrier ⇒ Chassis; Rep. gr. 40 .



- If applicable. remove screw cap for right drive shaft.

For vehicles with auxiliary heating



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- Unscrew screw -1- and carefully press off the pipe -2- of the auxiliary heating from the engine -in direction of arrow-.



Note

In this case do not open the cooling system.

Continued for all vehicles

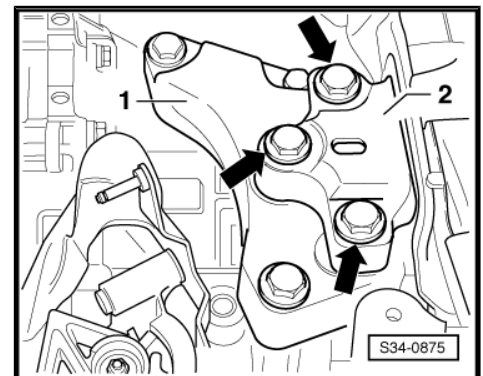
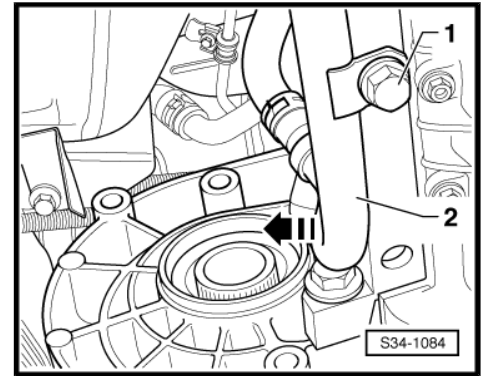
- Remove left and right drive shafts from the flange shafts of the gearbox ➔ Chassis; Rep. gr. 40 and tie up as far as possible (do not damage the surface protection).

For Yeti vehicles with particle filter

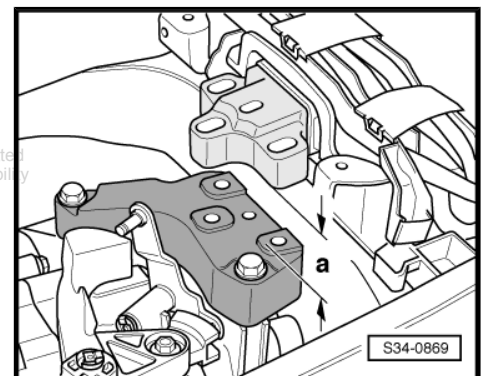
- Remove particle filter with bracket for particle filter ➔ Engine; Rep. gr. 26 .

For all vehicles

- Unscrew the screws -arrows- of the left unit mounting -2- from the console -1-.

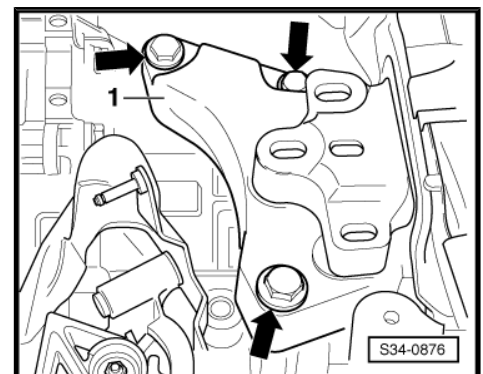


- Lower the gearbox to the dimension -a- approx. 60 mm by adjusting the spindles.



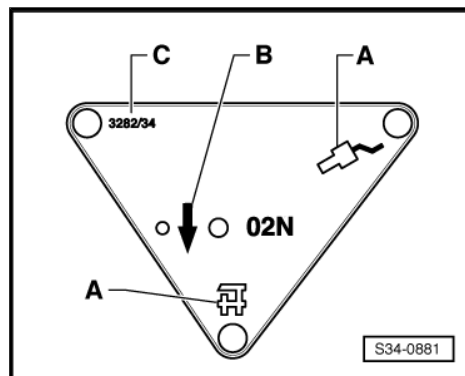
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- Unscrew the fixing screws -arrows- for the console -1-.
- Remove console -1- from gearbox.
- Remove relay lever together with cable lock
➔ ["1.24 Plastic relay lever", page 149](#) .
- Remove the gearshift lever from the gearshift shaft.
- Remove engine/gearbox connecting screws below.
- Align gearbox mount - 3282- for removal of gearbox "02Q" with adjusting plate - 3282/33- .
- Insert gearbox mount - 3282- into engine/gearbox jack , e.g. - V.A.G 1383 A- .
- Align arms of the gearbox mount to match the holes in the adjusting plate .





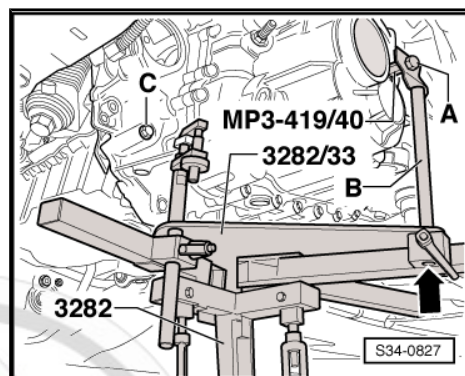
- Screw in support elements -A- as illustrated on adjusting plate .
- Instead of the mounting element -C- screw in the bolt - 3282/29- .
- Place engine and gearbox jack e. g. -V.A.G 1383 A- underneath the vehicle; arrow -B- on adjusting plate faces in the driving direction/vehicle.
- Align the adjusting plate parallel to the gearbox.



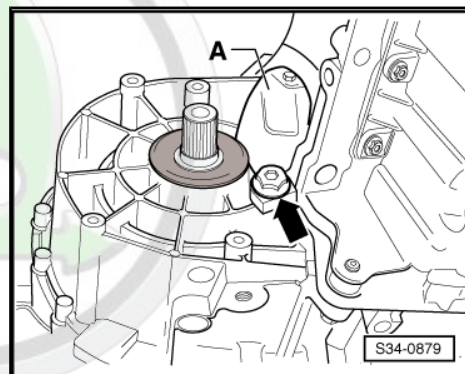
- Secure adapter - MP3-419/40- in the threaded bore of the gearbox housing as shown.
- Subsequently screw in the bolt - 3282/29- into the hole for the fixing screw of the pendulum support on the gearbox.
- Secure the gearbox on the gearbox mount - 3282- using screw (M10 x 20) -A-.

While doing so the drift -B- must close at the bottom flush with the guide of the gearbox mount - 3282- -arrow-.

- Remove engine/gearbox -C- connecting screw.



- Remove small cover plate -A- for flywheel.
- Unscrew engine/gearbox connecting screw -arrow-.
- Press gearbox from engine (dowel sleeves).

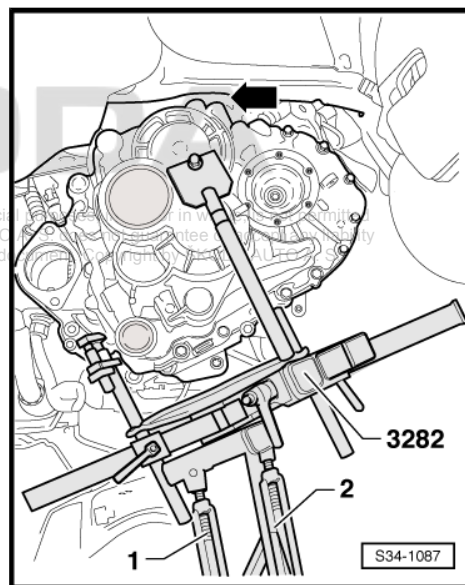


- Turn the gearbox in the area of the differential gear via the spindle -1- of the gearbox mount - 3282- upwards.
- Position the gearbox via the spindle -2- of the gearbox mount - 3282- inclined to the left.
- Carefully lower the gearbox.

**Note**

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Observe all lines when lowering the gearbox.



2.4 Remove gearbox - four-wheel drive (Yeti and Octavia III)

Special tools and workshop equipment required

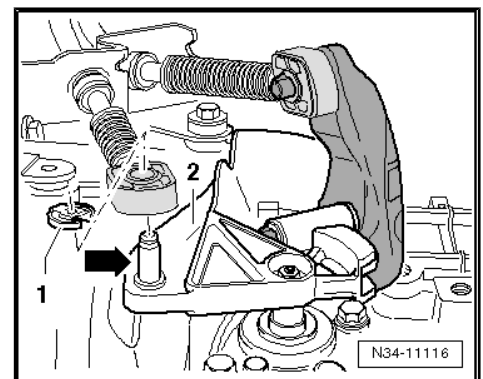
- ◆ Supporting device - T30099-
- ◆ Adapter - T40091/3- (Octavia III)
- ◆ Support - 10-222A/31- (Octavia III)
- ◆ Base - T30119- (Octavia III)
- ◆ Adapter - MP9-200/18- (Octavia III)
- ◆ Hook - MP9-200/10 (10-222A/10)-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/62-
- ◆ Adapter - MP3-419/40 (VW 771/40)-
- ◆ Engine/gearbox jack , e.g. -V.A.G 1383A-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Grease for splines - G 000 100-

- Remove engine cover ⇒ engine; Rep. gr. 10 .



Note

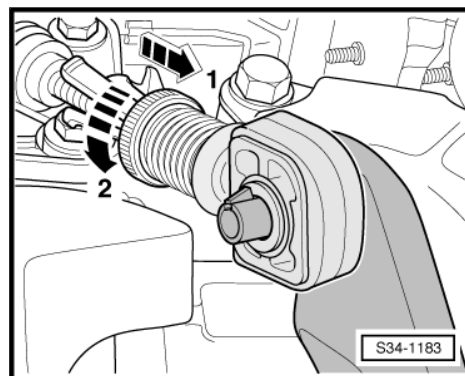
- ◆ *All cable straps that are detached or cut when removing should be attached again in the same place when installing.*
- ◆ *After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove plenum chamber cover ⇒ Body Work; Rep. gr. 66 .
- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.





In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove the relay lever together with the cable lock during future work procedure.

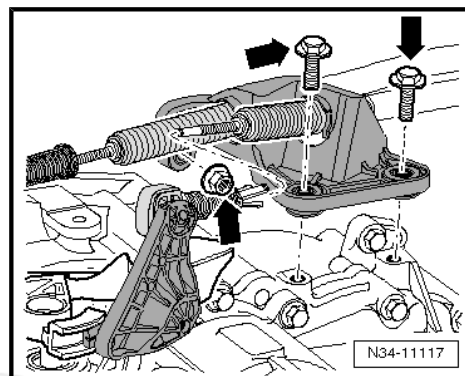


- Disconnect cable support from gearbox -arrows-. lay aside and tie up.



Note

- ♦ A plastic line is fitted between the master cylinder and the bleeder/slave cylinder. This plastic line must not be disconnected (do not use hose clamp - MP7-602-).
- ♦ When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.



To ensure that the brake fluid does not completely flow out of the clutch control, carry out the following work procedure:

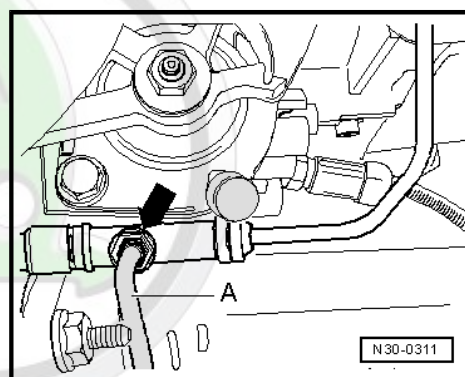
- Connect the bleeder hose -A- with the drip bottle of the brake bleeding device.
- Fit the bleeder hose -A- onto the bleeder -arrow-.
- Open vent valve.



Note

On certain vehicles the vent valve can be opened by hand. To do so, turn the vent valve 180° to the left as far as the stop.

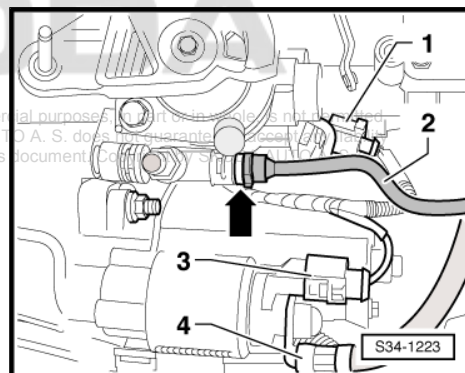
- Press the clutch pedal and leave it in this position. Do not let it return to initial position.
- Close the vent valve and disconnect the bleeder hose -A- from the bleeder -arrow-.
- Pull out retaining clip -arrow- for plastic line -2- up to the stop.
- Pull out the plastic line from the bleeder/slave cylinder and close with a suitable plug.



Note

Do no longer move the clutch pedal after removing the plastic line.

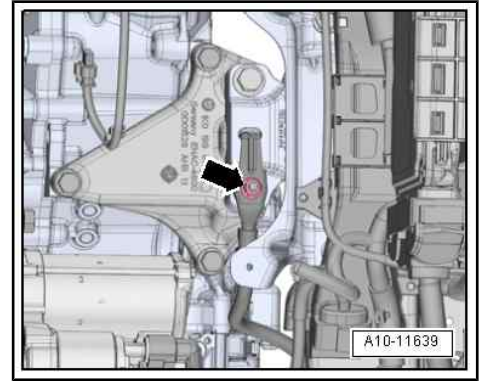
- Disconnect plug -1- of the reversing light switch - F4- .
- Unplug connector -3- and the cable -4- from the starter.
- Remove engine/gearbox connecting screws at the top.



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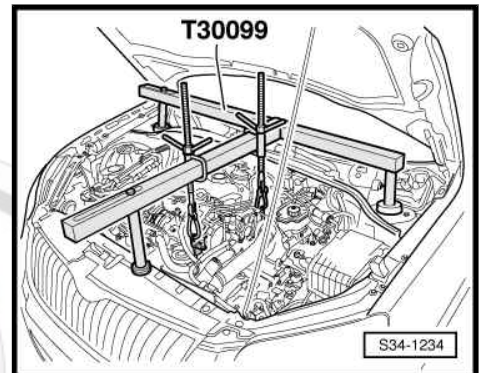
- Unscrew nut -arrow- and remove earth strap from gearbox mount, if present.

For vehicles Yeti



- Fit supporting device - T30099- .

For vehicles Octavia III



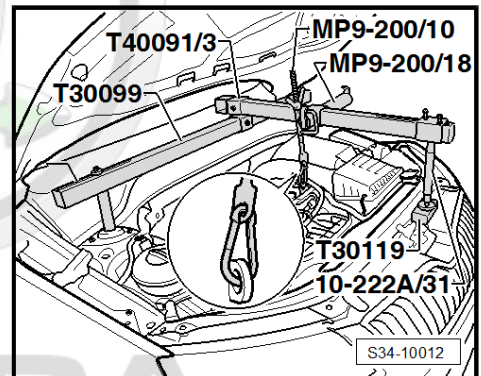
- Fit supporting device -T30099- .

Continued for all vehicles



Note

If hose and cable connections are located in the area of the lifting eye(s) of the engine for the hook (hooks) of the supporting device - T30099- . they must now be removed.



- Attach the hook(s) of the supporting device to the lifting eye(s) of the engine.
- Slightly take up the weight of the engine/gearbox unit via the spindle(s). do not raise.
- Loosen the front wheel bolts.
- Raise vehicle:
- ◆ ⇒ Maintenance ; Booklet Yeti .
- ◆ ⇒ Maintenance ; Booklet Octavia III .
- Remove wheels at the front.
- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and front left and right wheelhouse liner.
- Unscrew bracket from starter and remove starter ⇒ Electrical System; Rep. gr. 27 .
- Remove all supports for exhaust gas system from gearbox and from exhaust pipe ⇒ Engine; Rep. gr. 26 .

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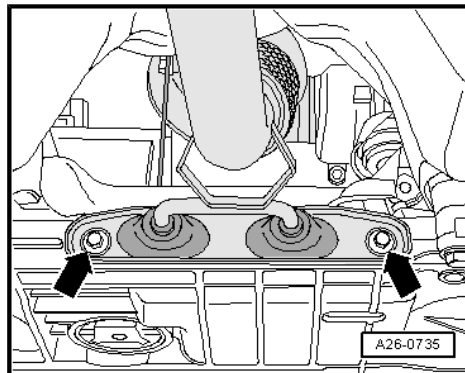


- Separate exhaust system at the clamping sleeve and remove bracket for the pre-exhaust pipe from the assembly carrier -arrows- ➔ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.

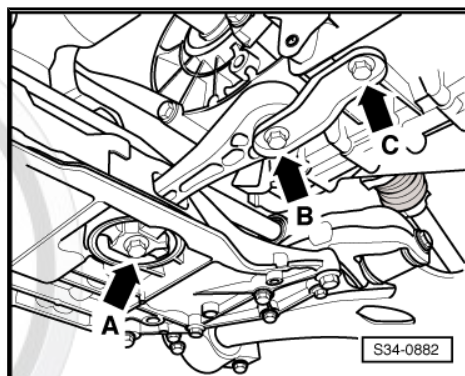


Note

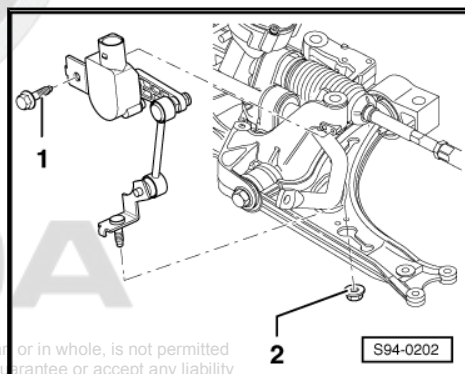
The decoupling element of the exhaust system should not be bent by more than 10° - risk of damage.



- Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.



- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ➔ Chassis; Rep. gr. 40 .
- Remove the assembly carrier ➔ Chassis; Rep. gr. 40 .

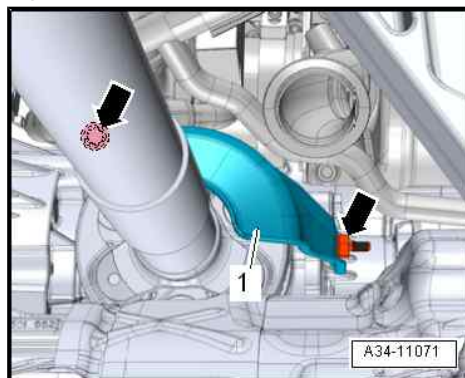


For vehicles Octavia III

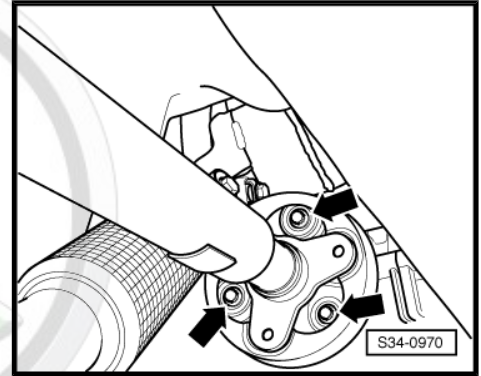
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- Unscrew screws -arrows- and remove the heat shield -1-.

For all vehicles



- Mark the position of the propshaft with flexible disk to the output flange of the angle gearbox.
- Unscrew the propshaft with flexible disk from the output flange of the angle gearbox -arrows-.

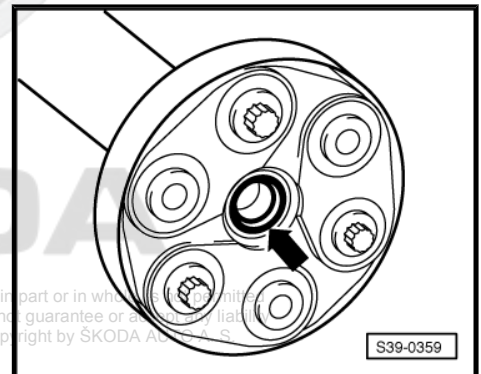


Note

When removing and installing make sure that the gasket ring -arrow- in the propshaft flange is not damaged.

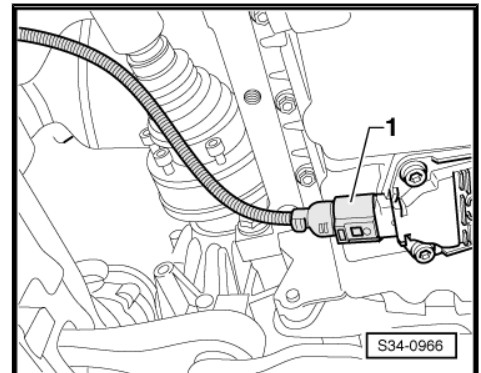
- Push engine/gearbox unit forwards and pull off the propshaft from the output flange of the angle gearbox.
- Tie up propshaft.

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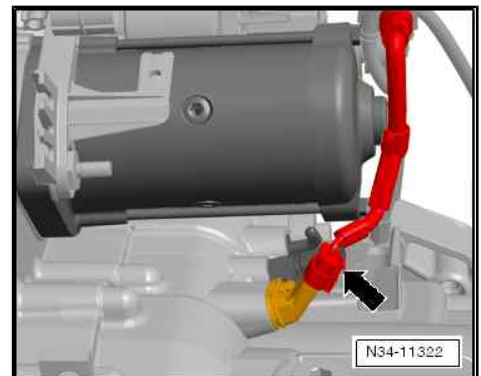
- Disconnect plug -1- from oil level and oil temperature sender - G266- .

For vehicles with start/stop system



- Separate the plug from the transmission neutral sender - G701- -arrow-.

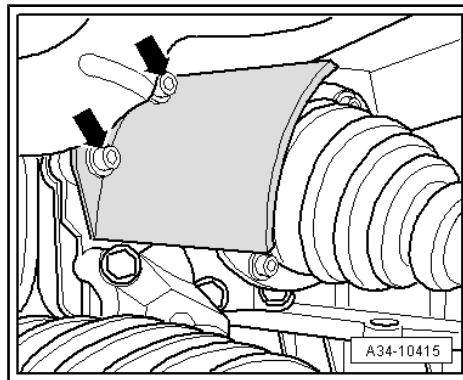
For vehicles Octavia III





- Unscrew nuts -arrows- and remove heat shield for right drive shaft (if any).

For vehicles Yeti



- If applicable, remove heat shield -A- for drive shaft -arrows 1-.

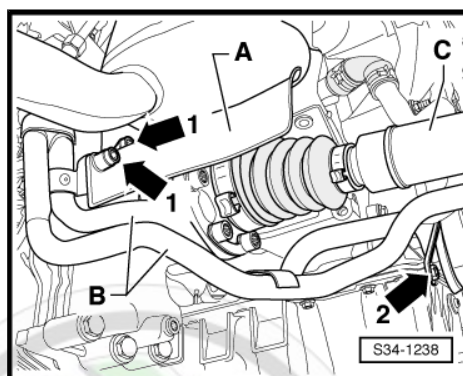
For Yeti vehicles with auxiliary heating

- Remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.



Note

In this case do not open the cooling system.



- Remove left and right drive shafts -C- from the flange shafts of the gearbox ➔ Chassis; Rep. gr. 40 and tie up as far as possible (while doing so do not damage the surface protection).

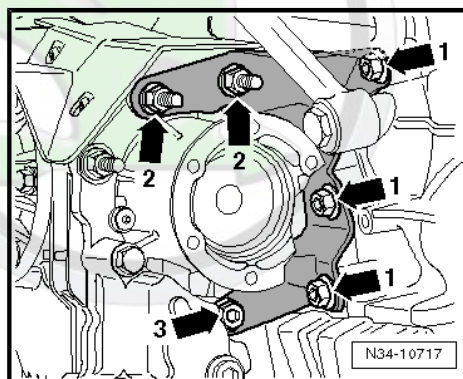
For Yeti vehicles with particle filter

- Remove particle filter with bracket for particle filter ➔ Engine; Rep. gr. 26 .
- Unscrew screws for gearbox carrier at engine and angle gearbox -arrows 1-, -2- and -3-.



Note

The gearbox carrier can only be removed if the gearbox is separated from the engine.

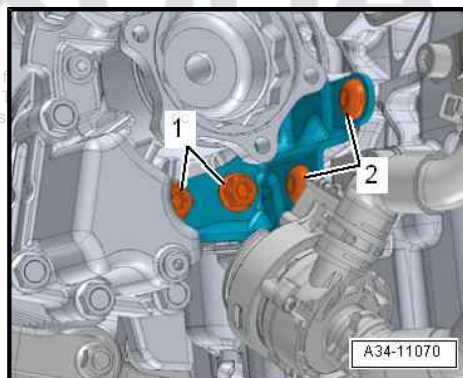


For Octavia III vehicles with TDI Common Rail engines

- Unscrew screws -1- and -2- and remove bracket for angle gearbox.

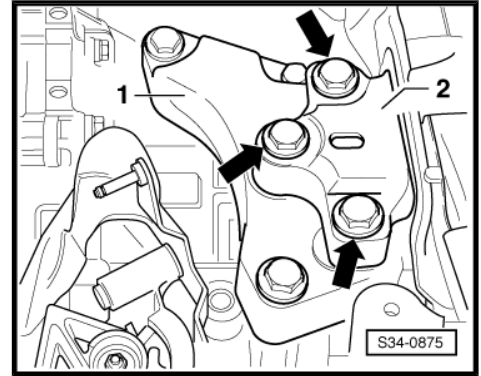
Continued for all vehicles

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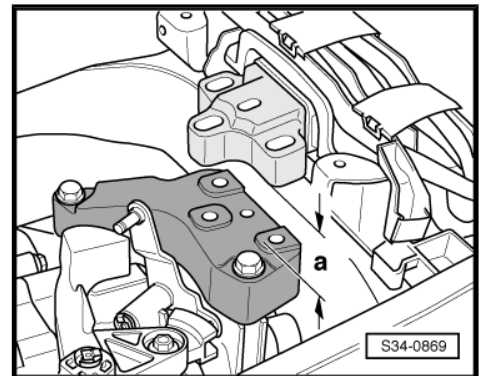


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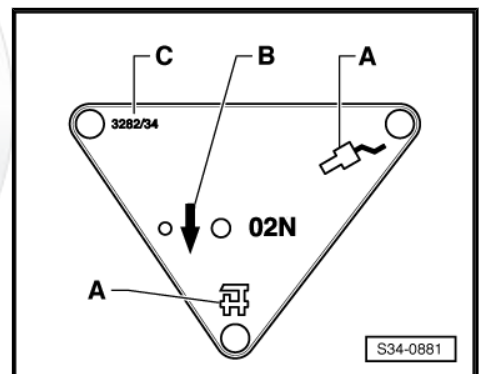
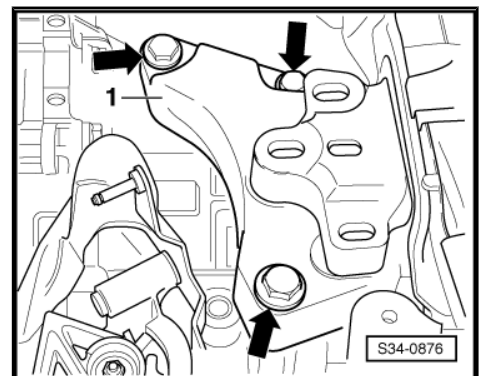
- Unscrew the screws -arrows- of the left unit mounting -2- from the console -1-.



- Lower the gearbox to the dimension -a- approx. 60 mm by adjusting the spindles.



- Unscrew the fixing screws -arrows- for the console -1-.
- Remove console -1- from gearbox.
- Remove relay lever together with cable lock
⇒ ["1.24 Plastic relay lever", page 149](#) .
- Remove the gearshift lever from the gearshift shaft.
- Remove engine/gearbox connecting screws below.
- Align gearbox mount - 3282- for removal of gearbox "02Q" with adjusting plate - 3282/62- .
- Insert gearbox mount - 3282- into engine/gearbox jack , e.g. - V.A.G 1383A- .
- Align arms of the gearbox mount to match the holes in the adjusting plate .
- Screw in the support elements -A- as illustrated on the adjustment plate .
- Instead of the mounting element -C- screw in the bolt - 3282/29- .
- Place engine and gearbox jack e. g. -V.A.G 1383A- underneath the vehicle; arrow -B- on adjusting plate faces in the driving direction/vehicle.
- Align the adjusting plate parallel to the gearbox.



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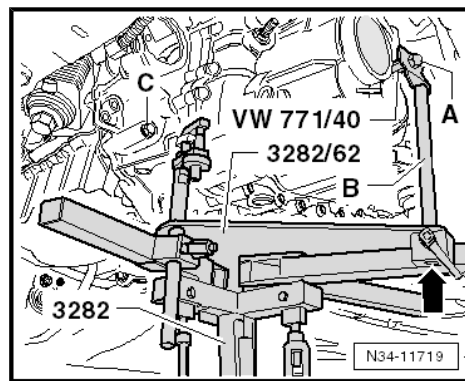
Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

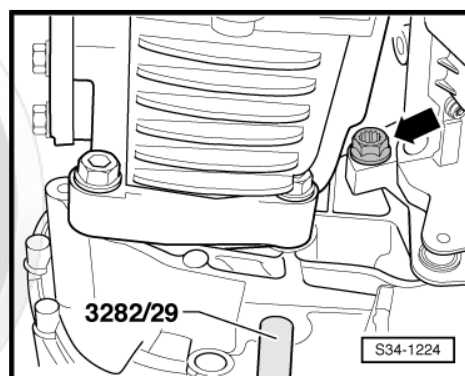
- Secure adapter - MP3-419/40 (VW 771/40)- in the threaded bore of the gearbox housing as shown.
- Subsequently screw in the bolt - 3282/29- into the hole for the fixing screw of the pendulum support on the gearbox.
- Secure the gearbox on the gearbox mount - 3282- using screw (M10 x 20) -A-.

While doing so the drift -B- must close at the bottom flush with the guide of the gearbox mount - 3282- -arrow-.

- Remove engine/gearbox -C- connecting screw.



- Unscrew the connecting screw of the engine/gearbox -arrow- next to the angle gearbox -A-.
- Press gearbox from engine (dowel sleeves).

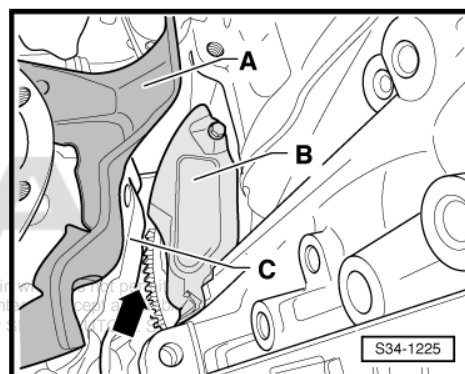


For Yeti vehicles with particle filter

- Remove the gearbox carrier -A- from the angle gearbox -C-.

Continued for all vehicles

- Swivel the gearbox in the area of the differential gear/angle gearbox slightly backwards so that the small cover -B- is not damaged (cover remains installed).
- Then guide the gearbox and angle gearbox past the flywheel. while doing so observe the frame side rail -arrow-.

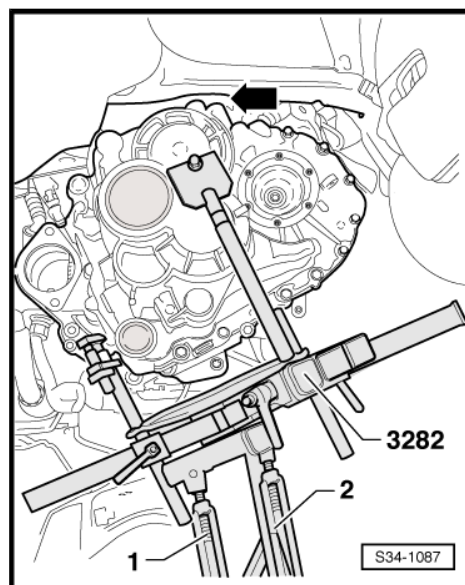


- Turn the gearbox via the spindles -1- and -2- of the gearbox mount - 3282- in such a way that it does not touch the frame side rail -arrow-.
- Carefully lower the gearbox.



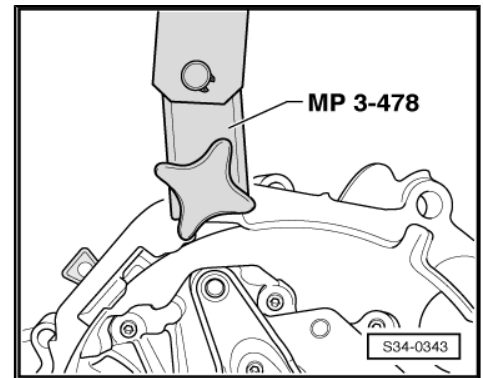
Note

Observe all lines when lowering the gearbox.



2.5 Transporting the gearbox

- Screw gearbox suspension device - MP3-478- to clutch housing.



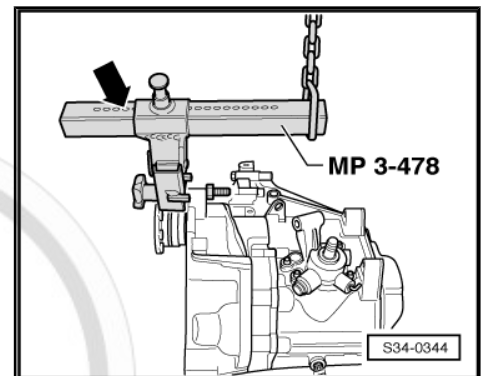
- Adjust supporting arm at slide with locking pin -arrow-.

Number of visible holes:

- ◆ on front drive = 6
- ◆ on four-wheel drive = 9

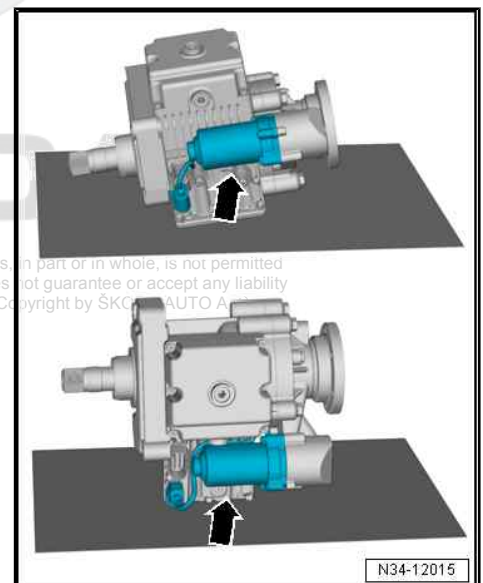
Number of visible holes = 9.

- Raise gearbox with workshop crane and gearbox suspension device - MP3-478- .
- Set gearbox aside, for example in a transport container.



2.6 Transport front axle differential lock

- Protect the electrical plug connections of the front axle differential lock against damage.
- To eliminate escaping oil, transport the front axle differential lock as follows:
- The pump for four-wheel drive clutch - V181- -arrows- is in one of the shown position during transport.



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2.7 Installing gearbox - front-wheel drive and four-wheel drive (Octavia II and Su- perb II)

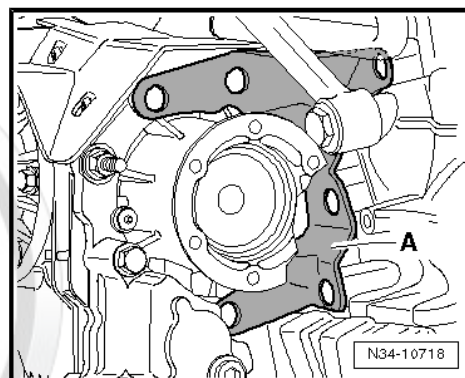
The installation of the gearbox occurs in reverse order. Observe the stress-free assembly bracket in the vehicle ⇒ Engine; Rep. gr. 10 .

For vehicles with particle filter and four-wheel drive

Fit support between engine and angle gearbox -A- onto the angle gearbox before flange mounting the gearbox.

- Screw on propshaft to the flange of the angle gearbox ⇒ Propshaft and rear final drive; Rep. gr. 39 .

Continued for all vehicles

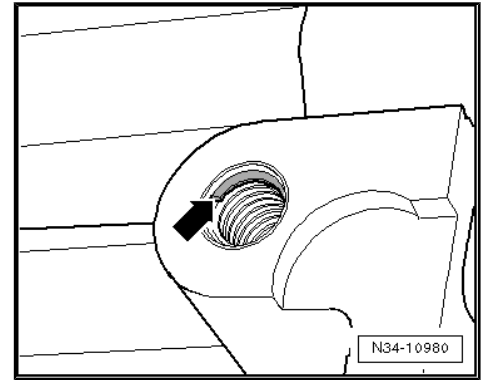


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 Note

- ◆ *Clean spline of drive shaft and apply a thin film of grease for splines - G 000 100- .*
- ◆ *Always replace the self-locking screws and nuts.*
- ◆ *If the gearbox is inserted. ensure the intermediate plate between the engine and gearbox is correctly installed.*
- ◆ *Check whether the dowel sleeves for centring the gearbox are present in the cylinder block, insert missing sleeves. If the sleeves are not provided, problems while shifting and with the clutch could, and the gearbox could be noisy.*
- ◆ *As of gearbox production date 28/05/2007, threaded inserts are located in the bolt-holes for the pendulum support (e.g. "HeliCoil").*
- ◆ *Identifying feature: shoulder at the first thread -arrow-. These threaded inserts can be installed with Thread Repair Kit - např. VAS 6024- .*
- ◆ *Pay attention to the corresponding fixing screws and the tightening torque for the pendulum support ⇒ Engine; Rep. gr. 10 .*



- Installing starter and cables ⇒ Electrical System; Rep. gr. 27 .
- Pay attention to the tightening sequence of the fixing screws for the gearbox carrier between engine and angle gearbox
⇒ ["4.2.1 Tightening torques", page 400](#) .

For vehicles Octavia II

- Install the cooling water tank cover ⇒ Body Work; Rep. gr. 66

For all vehicles

- Bleed the clutch control
⇒ ["1.28 Bleeding the clutch control", page 77](#) .
- Attach the shift mechanism to the gearbox (Octavia II)
⇒ ["1.25 Removing and installing shift mechanism \(Octavia II\)", page 150](#) . (Superb II)
⇒ ["1.27 Removing and installing shift mechanism \(Superb II\)", page 158](#) .
- Setting the shift mechanism
⇒ ["1.33 Setting the shift mechanism", page 174](#) .
- Inspect the gear oil level in the gearbox
⇒ ["3 Gear oil", page 221](#) .
- Check gear oil level in the angle gearbox
⇒ ["4 Inspecting gear oil in the angle gearbox", page 224](#) .
- Install noise insulation ⇒ Body Work; Rep. gr. 50 and lower part of the front left wheelhouse liner.
- Install front wheel ⇒ Chassis; Rep. gr. 44 .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27.
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

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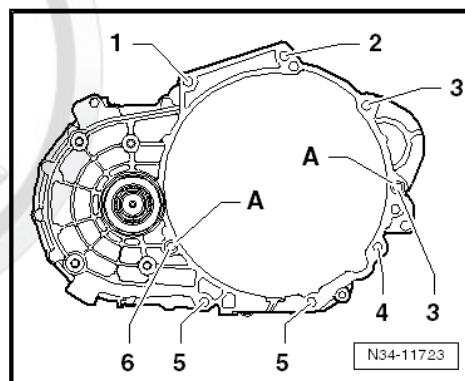
Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27.*
- ◆ If the front left vehicle level sensor - G78- was removed, then the headlight beam setting must be checked ⇒ *Electrical System; Rep. gr. 94.*

2.7.1 Tightening torques (Octavia II and Superb II)

Gearbox to engine (flange fig. gearbox)

Pos.	Screw	Pieces	Nm
1 ¹⁾	M12 x 55	1	80
2	M12 x 50	1	80
3 ^{1) 2)}	M12 x 170	2	80
4	M10 x 105	1	40
5	M10 x 50	2	40
6 ³⁾	M12 x 65	1	80
A	Dowel sleeves	2	



1) Screw with threaded pin M8

2) Additional starter to gearbox

3) Screwed in from the engine side

- Replace screws -1-, -2- and -4- to -6- ⇒ *Electronic Catalogue of Original Parts.*

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Component	Specified torque
Gearbox console to gearbox ¹⁾	60 Nm + 90°
Gearbox console to gearbox mount ¹⁾	60 Nm + 90°
Cover plate for flywheel	10 Nm
Screen cap of drive shaft to engine	35 Nm
Screen cap of drive shaft to angle gearbox	20 Nm
Support between engine and angle gearbox	⇒ "4.2.1 Tightening torques", page 400
Cable support to gearbox	Octavia II ⇒ "1.20 Summary of components - Control cables (Octavia II)", page 133 , Superb II ⇒ "1.22 Summary of components - Control cables (Superb II)", page 140
Gearbox shift lever to gearshift shaft	Octavia II ⇒ "1.20 Summary of components - Control cables (Octavia II)", page 133 , Superb II ⇒ "1.22 Summary of components - Control cables (Superb II)", page 140
Propshaft to angle gearbox	⇒ Propshaft and rear final drive; Rep. gr. 39
Hinged support to gearbox	⇒ Engine; Rep. gr. 10
Support for particle filter	⇒ Engine; Rep. gr. 26
Exhaust pipe with catalytic converter	⇒ Engine; Rep. gr. 26

Component	Specified torque
Supports for exhaust manifold	⇒ Engine; Rep. gr. 26
Bracket for electric cables	⇒ Electrical system; Rep. gr. 27
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40
Coupling rod	⇒ Chassis; Rep. gr. 40
Assembly carrier with consoles and track control arms	⇒ Chassis; Rep. gr. 40
Front left side vehicle level sensor - G78-	⇒ Chassis; Rep. gr. 40
Wheel bolts	⇒ Chassis; Rep. gr. 40

1) Always replace screws ⇒ Electronic Catalogue of Original Parts .

2.8 Install gearbox - front-wheel drive and four-wheel drive (Yeti and Octavia III)

The installation of the gearbox occurs in reverse order. Observe the stress-free assembly bracket in the vehicle ⇒ Engine; Rep. gr. 10 .

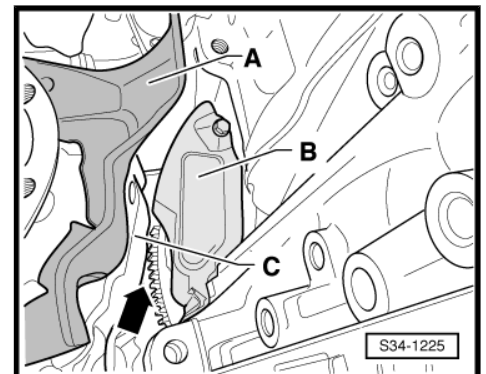
- Clean spline of drive shaft and apply a thin film of grease for splines - G 000 100- .
- Always replace the self-locking screws and nuts.
- Check whether the dowel sleeves for centring the gearbox are present in the cylinder block, insert missing sleeves. If the sleeves are not provided, problems while shifting and with the clutch could, and the gearbox could be noisy.
- If the gearbox is inserted. ensure the intermediate plate between the engine and gearbox is correctly installed.

For Yeti vehicles with particle filter and four-wheel drive

- Fit the gearbox carrier -A- to the engine onto the angle gearbox -C- before installing the gearbox.
- Do not damage the small cover -B- (cover remains installed) when inserting the gearbox.
- Screw on propshaft to the flange of the angle gearbox ⇒ Propshaft and rear final drive; Rep. gr. 39 .

For all vehicles

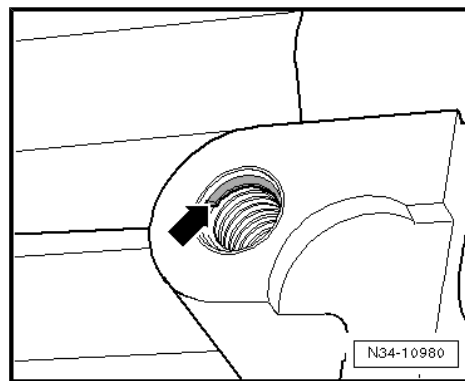
- Install the assembly carrier ⇒ Chassis; Rep. gr. 40 .





Note

- ◆ Threaded inserts (e.g. "Heli Coil") are located in the pendulum support screwing boreholes.
- ◆ Identifying feature: shoulder at the first thread -arrow-. These threaded inserts can be installed with Thread Repair Kit , e.g. -VAS 6024- .
- ◆ Pay attention to the corresponding fixing screws and the tightening torque for the pendulum support ⇒ Engine; Rep. gr. 10 .



- Installing starter and cables ⇒ Electrical System; Rep. gr. 27 .
- Install the cooling water tank cover ⇒ Body Work; Rep. gr. 66
- Bleed the clutch control
⇒ ["1.28 Bleeding the clutch control", page 77](#) .
- Attach the shift mechanism to the gearbox
⇒ ["1.28 Removing and installing shift mechanism \(Yeti\)", page 162](#) .
- Setting the shift mechanism
⇒ ["1.33 Setting the shift mechanism", page 174](#) .
- Inspect the gear oil level in the gearbox
⇒ ["3 Gear oil", page 221](#) .
- Check gear oil level in the angle gearbox
⇒ ["4 Inspecting gear oil in the angle gearbox", page 224](#) .
- Install sound dampening ⇒ Body Work; Rep. gr. 50 and install front left and right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install front wheel ⇒ Chassis; Rep. gr. 44 .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .
- ◆ If the front left vehicle level sensor - G78- was removed. then the headlight beam setting must be checked ⇒ Electrical System; Rep. gr. 94 .

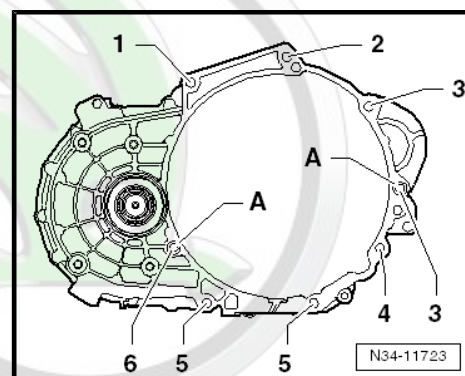
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2.8.1 Tightening torques (Yeti and Octavia III)

Gearbox to engine (flange fig. gearbox)

Pos.	Screw	Pieces	Nm
1 ¹⁾	M12 x 55	1	80
2	M12 x 50	1	80
3 ^{1) 2)}	M12 x 170	2	80
4	M10 x 105	1	40
5	M10 x 50	2	40
6 ³⁾	M12 x 65	1	80
A	Dowel sleeves	2	



1) Screw with threaded pin M8

2) Additional starter to gearbox

3) Screwed in from the engine side

– Replace screws -1-, -2- and -4 to 6- → Electronic Catalogue of Original Parts .

Component	Specified torque
Gearbox console to gearbox ¹⁾	60 Nm + 90° further
Gearbox console to gearbox mount ¹⁾	60 Nm + 90° further
Cover plate for flywheel	10 Nm
Earth strap to fixing screw for gearbox console	20 Nm
Gearbox carrier at engine and angle gearbox	Yeti ⇒ “4.2.1 Tightening torques”, page 400 , Octavia III ⇒ “4.3 Angle gearbox - Summary of components (Octavia III)”, page 402
Cable support to gearbox	Yeti ⇒ “1.23 Summary of components - Control cables (Yeti)”, page 145 , Octavia III ⇒ “1.21 Summary of components - Control cables (Octavia III)”, page 137
Gearbox shift lever to gearshift shaft	Yeti ⇒ “1.23 Summary of components - Control cables (Yeti)”, page 145 , Octavia III ⇒ “1.21 Summary of components - Control cables (Octavia III)”, page 137
Hinged support to gearbox	⇒ Engine; Rep. gr. 10
Particle filter to engine	⇒ Engine; Rep. gr. 10
Pre-exhaust pipe to assembly carrier	⇒ Engine; Rep. gr. 10
Supports for exhaust manifold	⇒ Engine; Rep. gr. 10
Bracket for electrical cables to starter	⇒ Electrical system; Rep. gr. 27
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40
Coupling rod to anti-roll bar	⇒ Chassis; Rep. gr. 40
Front left side vehicle level sensor - G78-	⇒ Chassis; Rep. gr. 40

1) Always replace screws ⇒ Electronic Catalogue of Original Parts .

2) The heat shield for the right drive shaft is secured with 2 nuts or in combination with some engines it is secured with 3 nuts.



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Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...
Gearbox 02Q, 0FB, 0BB - Edition 08.2018



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3 Gear oil

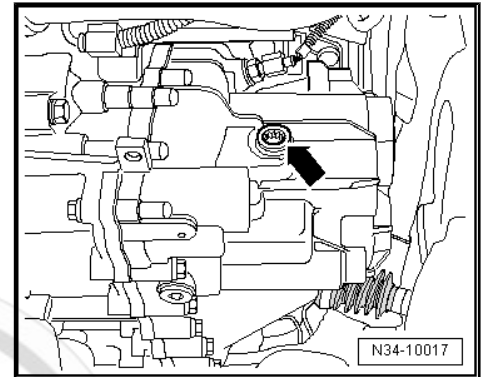
⇒ [“3.1 Gearbox for oil level test and gearbox oil filling”, page 221](#)

⇒ [“3.2 Checking gear oil level”, page 221](#)

3.1 Gearbox for oil level test and gearbox oil filling

The control / filling screw -arrow- is not present on some gear-boxes.

- Please pay attention to the following distinction as well as the different procedures for checking the oil level and gearbox oil filling.



Gearbox	
with control / filling screw for gear oil	without control / filling screw for gear oil
Checking the gear oil level ⇒ “3.2.1 Check gearbox oil level, gearbox with control / filling screw”, page 221	Checking the gear oil level ⇒ “3.2.2 Check gear oil level, transmission without control / filling screw”, page 222

- Gearbox oil specification ⇒ Electronic Catalogue of Original Parts .

3.2 Checking gear oil level

⇒ [“3.2.1 Check gearbox oil level, gearbox with control / filling screw”, page 221](#)

⇒ [“3.2.2 Check gear oil level, transmission without control / filling screw”, page 222](#)

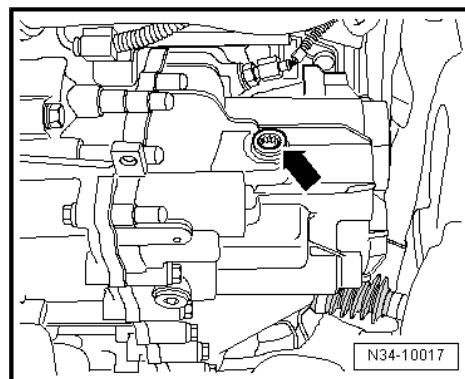
3.2.1 Check gearbox oil level, gearbox with control / filling screw

Special tools and workshop equipment required

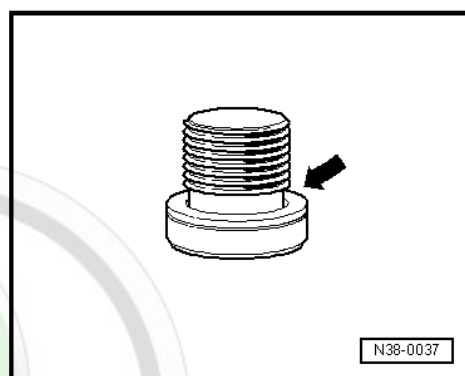
- ◆ Socket - T30023 (3357)- For control / filling screw, oil drain plug with internal serration if required
- Remove the engine/gearbox soundproofing material ⇒ External body repairs; Rep. gr. 66 ; Soundproofing material .



- Remove control/filling screw -arrow-.
- The oil is at the correct level if the gearbox is filled up to the lower edge of the control filling hole.
- Pour in gear oil up to lower edge of the control/filling hole.



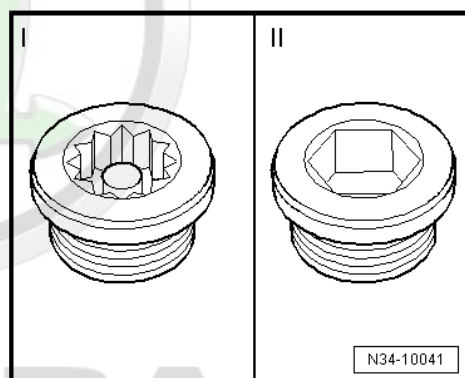
- Screw in control/filling screw -arrow- using a new sealing ring and tighten.
- Observe the tightening torque depending on the design of the control / filling screw ⇒ [page 222](#) ,
- Install the engine/gearbox noise insulation ⇒ General body repairs, exterior ; Rep. gr. 66 ; Noise insulation .



Different versions of the control / filling screw, the oil drain plug if required

I - Check / filling screw, oil drain plug with internal serration 45 Nm if required

II - Check / filling screw, oil drain plug with hexagon socket 35 Nm if required



3.2.2 Check gear oil level, transmission without control / filling screw

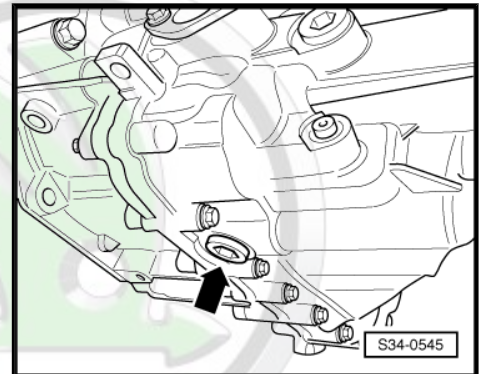
Special tools and workshop equipment required

- ◆ Socket - T30023 (3357)- For control / filling screw, oil drain plug with internal serration if required
- ◆ Hose (approx. 600 mm long, outer Ø max. 18 mm with commercially available funnel.
- Remove the air filter housing when it is above the switching unit.
Petrol engines ⇒ Rep. gr. 24 ; Air filter; Removing and installing air filter housing
Diesel engines ⇒ Rep. gr. 23 ; Air filter; Removing and installing air filter housing
- Remove the engine/gearbox soundproofing material ⇒ External body repairs; Rep. gr. 66 ; Soundproofing material .
- Clean gearbox.

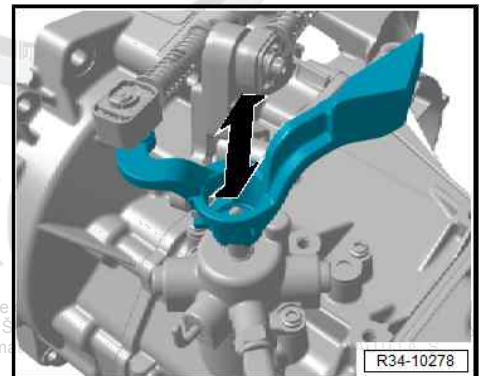
- To collect the gear oil, use a clean container with a volume of 3.0 l with a scale.
- Drain the transmission oil into the prepared container, to do this, remove the oil drain plug -arrow-.
- Screw in and tighten the drain plug ⇒ [page 222](#) .

Different versions ⇒ [page 222](#)

- Replace seal if used.
- Reduce the quantity of gearbox oil in the container to 2.15 l.

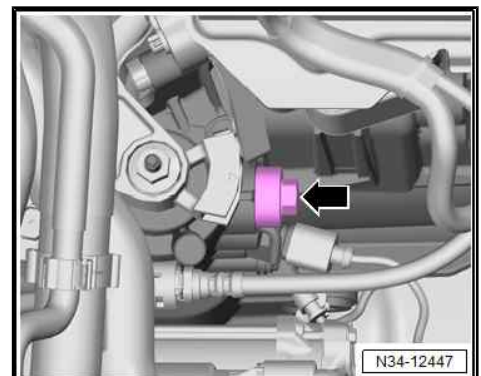


- The gearshift shaft is in the neutral position (shown here with another gearbox).



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- Unscrew locking screw -arrow-.
 - Connect the hose (approx. 600 mm long, outer Ø max. 18 mm) with a commercially available funnel and insert into the hole for the locking screw.
 - Replenish the gear oil (using the 2nd mechanic).
 - Install new locking screw.
 - Install air filter housing when removed.
- Petrol engines ⇒ Rep. gr. 24 ; Air filter; Removing and installing air filter housing
- Diesel engines ⇒ Rep. gr. 23 ; Air filter; Removing and installing air filter housing
- Install the engine/gearbox noise insulation ⇒ General body repairs, exterior ; Rep. gr. 66 ; Noise insulation .



Tightening torques

- ◆ Locking screw for switching unit
⇒ [“6.3 Removing and installing gearbox housing and shift mechanism”, page 242](#)



4 Inspecting gear oil in the angle gearbox

⇒ "4.1 Check oil level in angle gearbox (Octavia II. Superb II and Yeti)", page 224

⇒ "4.2 Replenish oil in angle gearbox (Octavia II. Superb II and Yeti)", page 225

⇒ "4.3 Check oil level in angle gearbox (Octavia III)", page 228

⇒ "4.4 Draining and filling oil in angle gearbox (Octavia III)", page 231

4.1 Check oil level in angle gearbox (Octavia II. Superb II and Yeti)

Special tools and workshop equipment required

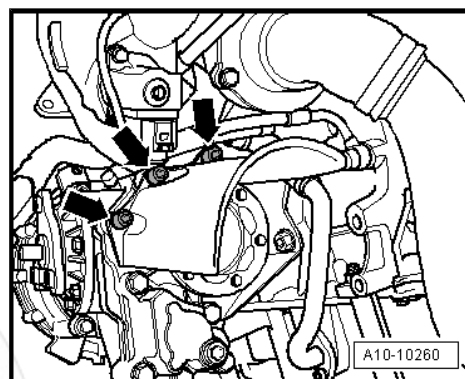
- ◆ Catch pan

The angle gearbox is screwed on laterally to the manual gearbox and equipped with its own closed oil supply.

Oil specification ⇒ Electronic Catalogue of Original Parts .

Precondition

- The angle gearbox must be in its installed position.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position the catch pan under the angle gearbox.
- If present, remove heat shield for drive shaft -arrows-.



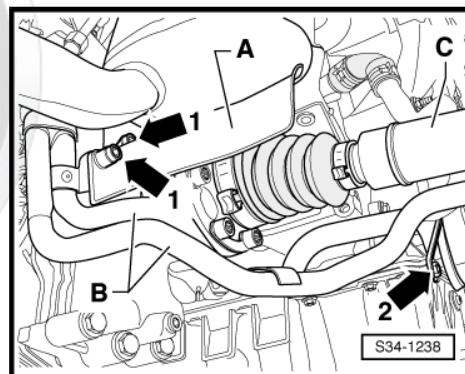
Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.



Note

- ◆ In this case do not open the cooling system.
- ◆ Do not remove the right drive shaft -C- from the flange shaft of the gearbox.



For all vehicles



Note

Cover area under the oil filler plug with cloths.

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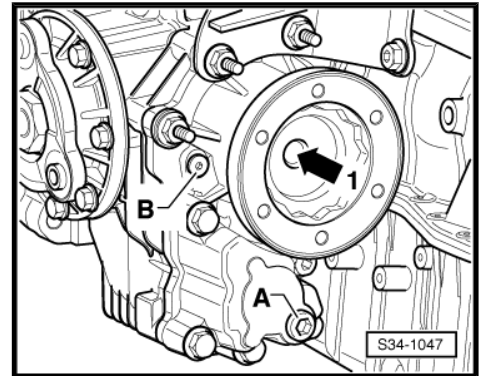
- Unscrew oil filler plug -B-.

Screw -B- must be replaced.

The oil is at the correct level if the angle gearbox is filled up to the lower edge of the oil filler hole.

If oil gets onto the angle gearbox, it must be thoroughly removed.

- Top up oil if necessary
⇒ [“4.2 Replenish oil in angle gearbox \(Octavia II, Superb II and Yeti\)”, page 225](#).
- Screw in new screw -B- and tighten to tightening torque.

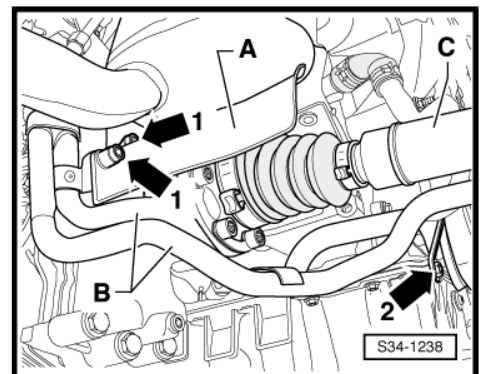


Vehicles with auxiliary heating

- On these vehicles, fit the coolant pipes -B- onto the double screws at the angle gearbox and install on the engine -arrow 2-.

For all vehicles

- Install heat shield -A- for drive shaft, if present -arrows 1-.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50.



Tightening torques

Component	Nm
Filler screw ²⁾	15
Heat shield of drive shaft to angle gearbox	⇒ “4.2.1 Tightening torques”, page 400

2) Always replace screw ⇒ Electronic Catalogue of Original Parts

4.2 Replenish oil in angle gearbox (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

- ◆ Catch pan
- ◆ Filling device for four-wheel clutch 2 e.g. -VAS 6291- or -VAS 6291A-
- ◆ Adapter - 6291/3-

The angle gearbox is screwed on laterally to the manual gearbox and equipped with its own closed oil supply.

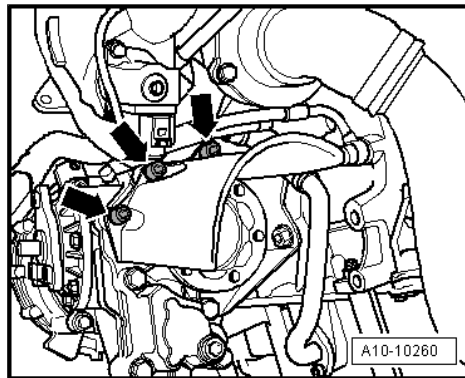
Oil specification ⇒ Electronic Catalogue of Original Parts.

Precondition

- The angle gearbox must be in its installed position.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.
- Position the catch pan under the angle gearbox.



- If present, remove heat shield for drive shaft -arrows-.



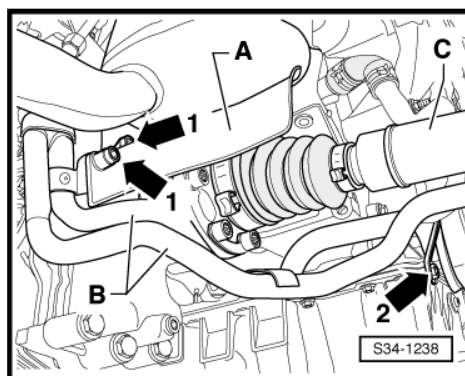
Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.



Note

- ◆ In this case do not open the cooling system.
- ◆ Do not remove the right drive shaft -C- from the flange shaft of the gearbox.



For all vehicles

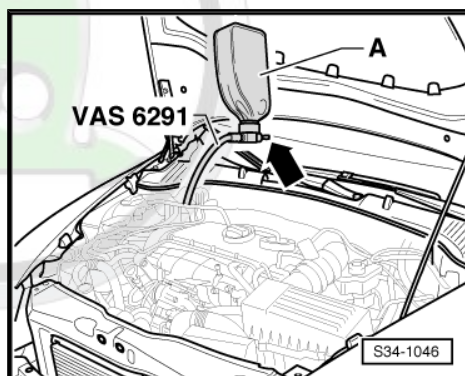


Note

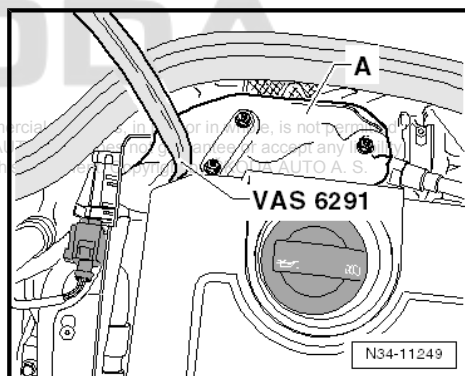
Cover area under the oil filler plug with cloths.

For topping up, use filling device for four-wheel clutch 2 . e.g. - VAS 6291- or -VAS 6291A- .

- Lay hose of filling device for four-wheel clutch 2 through the engine compartment.



- On vehicles with particle filter -A-. guide the hose of the filling device for four-wheel drive clutch 2 past the particle filter on the right.

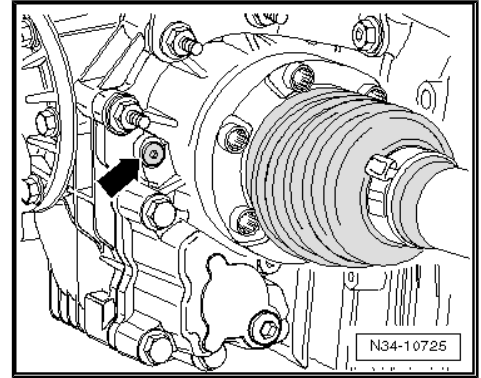


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i Note

Cover the area below the oil filler plug -arrow- with a cloth.

- Unscrew the oil filler plug -arrow- in the angle gearbox.



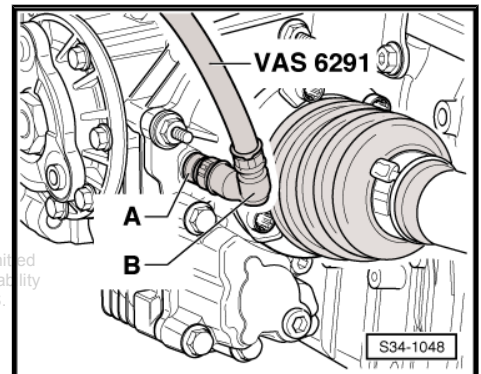
- Screw in adapter -A- up to the stop.

A - Adapter - 6291/3-

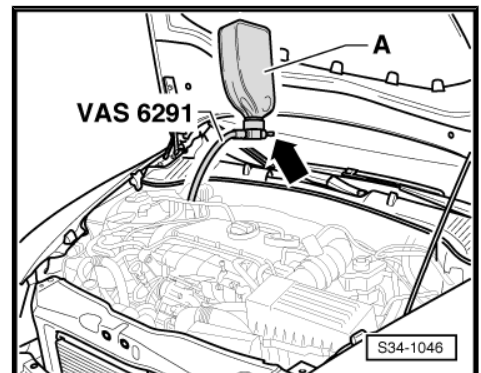
B - Angular piece for filling device

- Lock angular piece -B- with adapter -A-.

The hose must not sag.



- Ensure that the valve -arrow- is closed.
- Screw oil reservoir -A- on oil filling device - VAS 6291- .
- Now open valve -arrow- and hold oil reservoir as shown.
- Angle gearbox is now filled with oil.
- Raise the vehicle after several minutes.



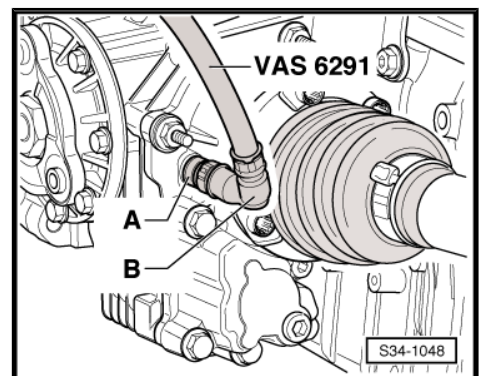
i Note

- ◆ *If the angle gearbox is correctly filled. oil flows out at the adapter -A-.*
- ◆ *If no oil flows out, lower the vehicle and continue the filling procedure.*

- Raise vehicle.
- If oil flows out. place down oil reservoir (e.g on a tool car).

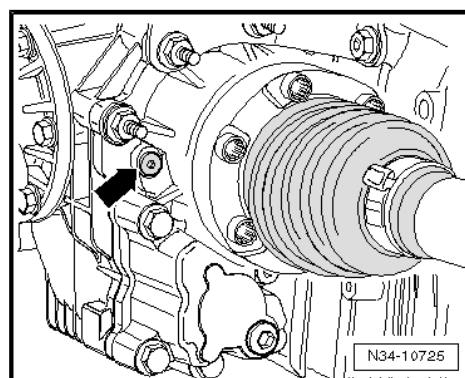
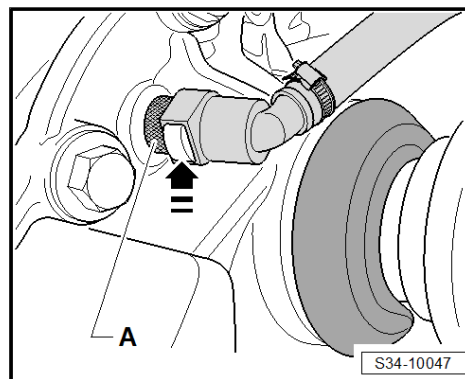
One part of the excessive oil flows now back into the oil reservoir.

- If no more oil flows back. remove the filling device for four wheel drive clutch 2 . To do so. press the catch peg in the -direction of arrow-.





- Make sure that there is still oil in the hose of the filling device for four-wheel drive clutch 2 .
- Unscrew adapter .
- Screw in original oil filler plug.
- Start engine, engage a gear and allow gearbox to rotate for about 2 minutes.
- Switch off engine and unscrew oil drain plug.
- If necessary pour in oil again up to lower edge of filler hole.
- Insert new screw -arrow- and tighten to tightening torque.
- If oil gets onto the angle gearbox and other components. it must be thoroughly removed.

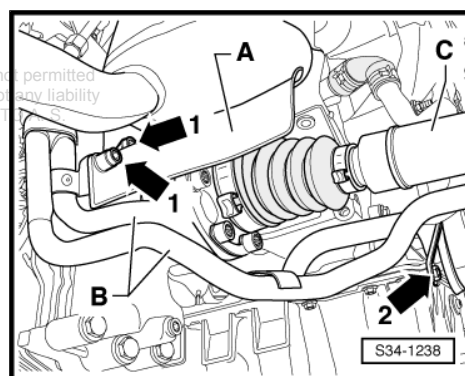


Vehicles with auxiliary heating

- On these vehicles, fit the coolant pipes -B- onto the double screws at the angle gearbox and install on the engine -arrow 2-.

For all vehicles

- Install heat shield -A- for drive shaft. if present -arrows 1-.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torques

Component	Nm
Filler screw ³⁾	15
Heat shield of drive shaft to angle gearbox	⇒ "4.2.1 Tightening torques", page 400

3) Always replace screw ⇒ Electronic Catalogue of Original Parts .

4.3 Check oil level in angle gearbox (Octavia III)

Special tools and workshop equipment required

- ♦ Filling device for four-wheel drive clutch 2 - VAS 6291 A-
- ♦ Adapter for oil filling - VAS 6291/3-
- ♦ Used oil collector and extractor - VAS 6622-
- ♦ Protective goggles
- ♦ Acid-resistant gloves

 Note

The angle gearbox has an automatic oil filling for final drives.

Test conditions

- Run vehicle on a four-column lift platform or over a workshop pit. so that the vehicle will be kept absolutely horizontal.
- Selector lever in "P".
- Pull button for parking brake to activate the electromechanical parking brake.
- Engine switched off.

Oil level test sequence

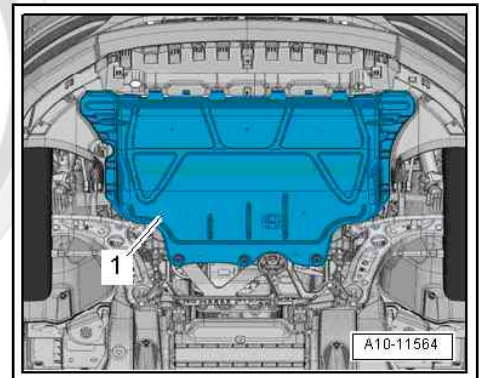
- Remove the sound dampening system -1- ⇒ Body Work; Rep. gr. 50 .
- Place old oil collection and suction device - VAS 6622- under-neath the gearbox.



WARNING

Risk of injury from hot oil for final drives.

- ◆ *Wear safety goggles.*
- ◆ *Wear acid-resistant gloves.*



Note

Cover area under the oil filler opening with cloth.

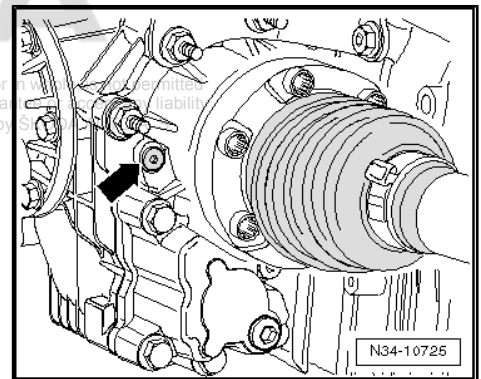
- Unscrew oil filler plug -arrow-.
- Target value: oil level in angle gearbox should be at lower edge of oil filler hole.

If oil level is low:

- Fill oil for final drive into the angle gearbox ⇒ Electronic Catalogue of Original Parts .

Top up oil

- Observe all safety measures and test conditions.
- New oil filling for final drives ⇒ Electronic Catalogue of Original Parts .



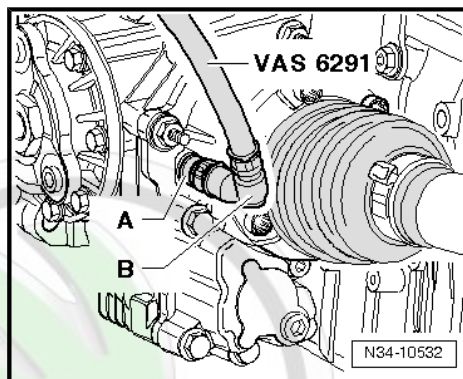


- Route the hose for the filling device for four-wheel drive clutch 2 - VAS 6291 A- behind the propeller shaft on the right through the wheel housing to the outside.
- Screw in adapter for oil filling - VAS 6291/3- -A- into the filler hole as far as it will go.
- Attach the angular piece -B- with the adapter for oil filling - VAS 6291/3- .

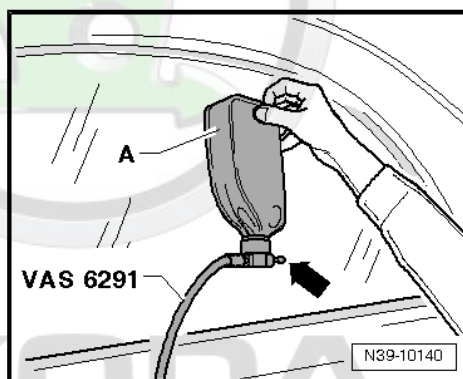


Note

The hose must not sag.

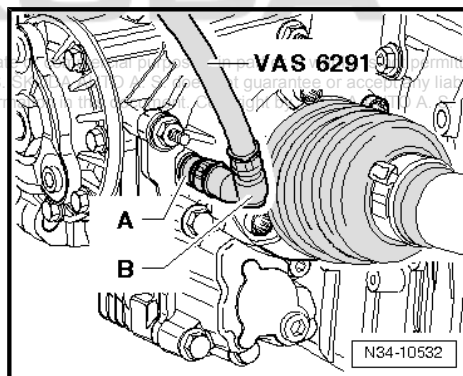


- Check that the valve -arrow- is closed.
- Screw oil reservoir -A- onto filling device for four-wheel drive clutch 2 - VAS 6291 A- .
- Open valve -arrow- and hold oil reservoir at the top as shown in the figure.



- If oil for final drives exits from the adapter -A- the oil level is fine.
- Place down oil reservoir so that the excess oil can flow back into the oil reservoir.

When no more oil flows back:



- Press lug -arrow- and detach filling device.
- Remove adapter for oil filling - VAS 6291/3- .

Assembling

Assembly is carried out in the reverse order. When installing, observe the following:



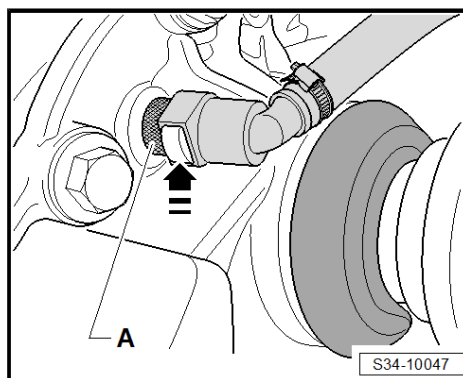
Note

Replace oil filler plug.

- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Tightening torques

- ♦ Summary of components - Angle gearbox
⇒ ["4.4 Angle gearbox parts - Summary of components \(Octavia III\)", page 403](#) .



4.4 Draining and filling oil in angle gearbox (Octavia III)



Note

- ◆ Oil needs to be drained from the angle gear only for repairs. Oil changes are not considered.
- ◆ New oil filling for final drives ⇒ Electronic Catalogue of Original Parts .

Special tools and workshop equipment required

- ◆ Filling device for four-wheel drive clutch 2 - VAS 6291 A-
- ◆ Adapter for oil filling - VAS 6291/3-
- ◆ Used oil collector and extractor - VAS 6622-
- ◆ Protective goggles
- ◆ Acid-resistant gloves

Conditions

- Run the vehicle on a four-column lift platform or over a workshop pit. so that it will be kept absolutely horizontal.
- Engine switched off.

Drain oil

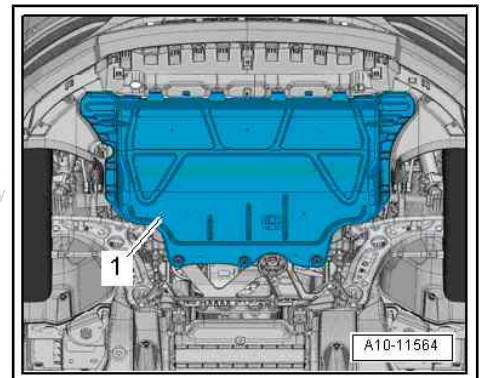
- Remove the sound dampening system -1- ⇒ Body Work; Rep. gr. 50 .
- Place old oil collection and suction device - VAS 6622- under the gearbox.



WARNING

Risk of injury from hot oil for final drives.

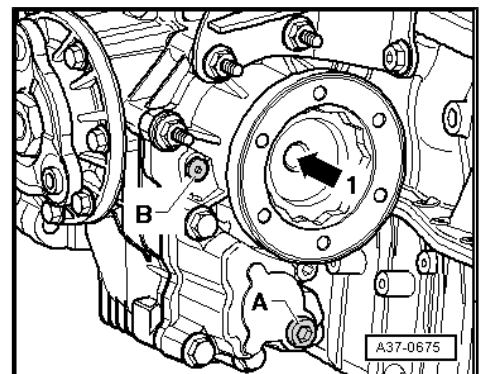
- ◆ Wear safety goggles.
- ◆ Wear acid-resistant gloves.



- Screw out oil drain plug -A-.
- Drain oil for final drives.
- Screw in new oil drain plug -A- and tighten.
- Unscrew oil filler plug -B-.

Replenish oil

- Observe all safety measures and test conditions.
- New oil filling for final drives ⇒ Electronic Catalogue of Original Parts .





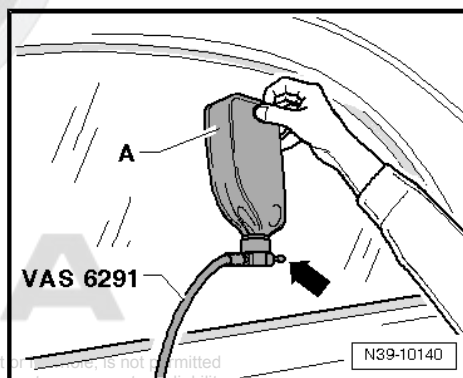
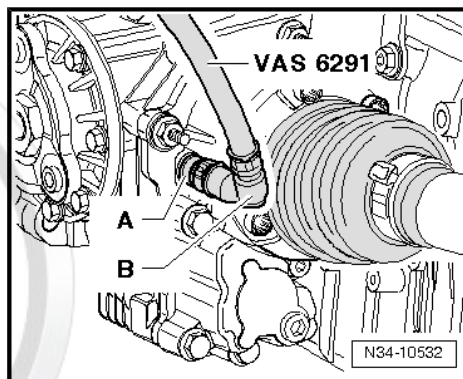
- Route the hose for the filling device for four-wheel drive clutch 2 - VAS 6291 A- behind the propeller shaft on the right through the wheel housing to the outside.
- Screw in adapter for oil filling - VAS 6291/3- -A- into the filler hole as far as it will go.
- Attach angular piece -B- to adapter for oil filling - VAS 6291/3- .



Note

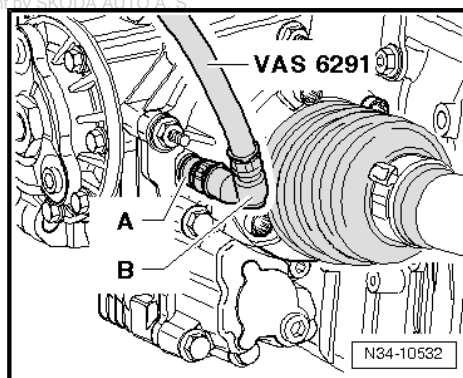
The hose must not sag.

- Check that the valve -arrow- is closed.
- Screw oil reservoir -A- onto filling device for four-wheel drive clutch 2 - VAS 6291 A- .
- Open valve -arrow- and hold oil reservoir at the top as shown in the figure.

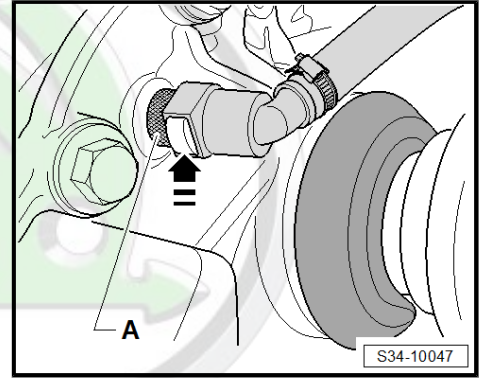


- If oil for final drives exits from the adapter -A-, the oil level is fine.
- Place down oil reservoir so that the excess oil can flow back into the oil reservoir.

When no more oil flows back:



- Press lug -arrow- and detach filling device.
- Remove adapter for oil filling - VAS 6291/3- .
- Screw in previous gearbox oil filler plug and tighten slightly.
- Start engine, engage a gear and allow gearbox to rotate for about 2 minutes.
- Switch off engine and unscrew oil drain plug.
- Check the oil level. As needed, replenish oil for final drives up to lower edge of oil filler hole.
- Set value: the oil level in the final drive must be at the lower edge of oil filler hole.



Assembling

Assembly is carried out in the reverse order. When installing, observe the following:



Note

Replace oil filler plug.

- Install the noise insulation ⇒ Body Work, Rep. gr. 50.

Tightening torques

- ◆ Summary of components - Angle gearbox
⇒ [“4.4 Angle gearbox parts - Summary of components \(Octavia III\)”, page 403](#) .

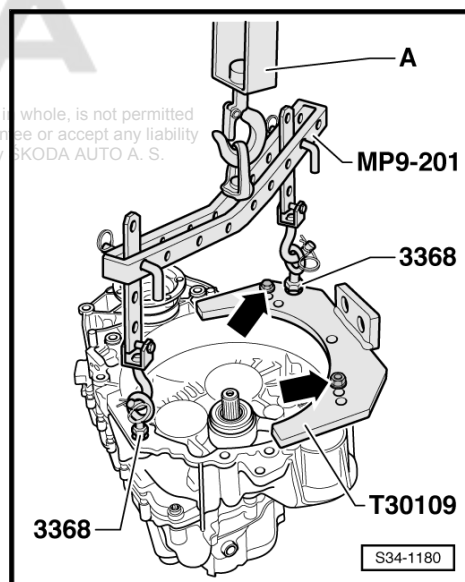


5 Securing to engine and gearbox mount

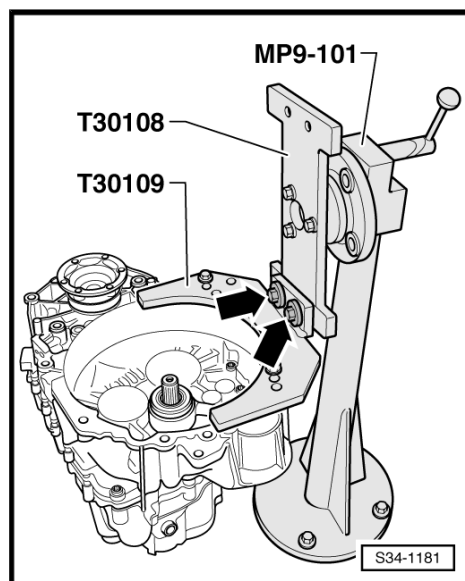
5.1 Attach the manual gearbox to the engine and gearbox mount

Special tools and workshop equipment required

- ◆ Assembly stand , e.g. -MP9-101- or -VAS 6095- or -VW 313-
- ◆ Gearbox mount e. g. -T30108- or -VW 309-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Ring bolt - 3368-
- ◆ Workshop crane , e.g. -VAS 6100-
- ◆ Lifting device - MP9-201 (2024A)-
- ◆ Catch pan
- Secure the gearbox mount - T30109 (VW 353)- to the gearbox.
- Secure the ring bolts - 3368- to the flange of the gearbox housing and at the gearbox mount - T30109 (VW 353)- .
- Hook the lifting device - MP9-201 (2024A)- into the ring bolts - 3368- .
- Raise the gearbox with a workshop crane , e.g. -VAS 6100-A- at the assembly stand - MP9-101- .



- Gear on the assembly stand - MP9-101- with gearbox mount - T30108- , using gearbox mount - T30109 (VW353)- or fasten on the assembly stand - VAS 6095- , if required -VW 313- with gearbox mount - VW 309- , using the gearbox mount - T30109 (VW353)- .
- Place catch pan underneath.



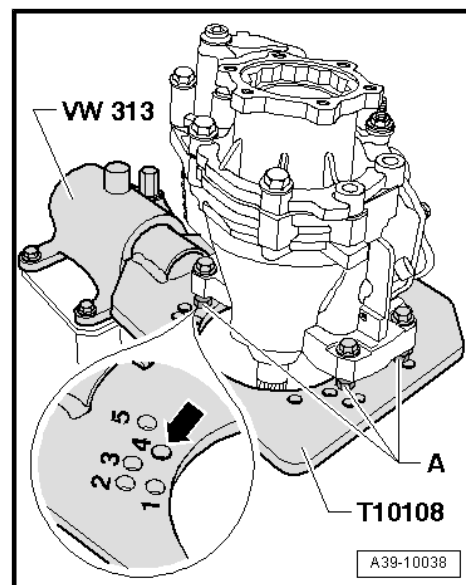
5.2 Securing the angle gearbox or front axle differential lock to engine and gearbox mount

Special tools and workshop equipment required

- ◆ Assembly stand - MP9-101- with gearbox mount - T30097- or assembly stand - VAS 6095- , if required -VW 313- with gearbox mount - T10108-
- Fasten the assembly stand - MP9-101- with gearbox mount - T30097- or assembly stand - VAS 6095- , if required -VW 313- with gearbox mount - T10108- .
- Insert angle gearbox or front axle differential lock into the opening -arrow- marked with the number -4- in the gearbox mount - T30097- or -T10108- .

A - Nuts M12 x 10 (4 pieces) inserted between angle gearbox and gearbox mount .

- Align the angle gearbox or front axle differential lock to the remaining three openings and secure.



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6 Disassembling and assembling the gearbox

⇒ [“6.1 Gearbox overview”, page 236](#)

⇒ [“6.2 Summary of components - Gearbox”, page 239](#)

⇒ [“6.3 Removing and installing gearbox housing and shift mechanism”, page 242](#)

⇒ [“6.4 Removing and installing the drive shaft, output shafts, differential gear, gearshift rods and angle gearbox”, page 245](#)

⇒ [“6.5 Mounting sequence up to production date 20/01/2008 \(Octavia II\)”, page 250](#)

⇒ [“6.6 Mounting sequence as of production date 21/01/2008 \(gearbox with circlip A for the cap/drive shaft\)”, page 262](#)

6.1 Gearbox overview

⇒ [“6.1.1 Gearbox overview, front-wheel drive”, page 236](#)

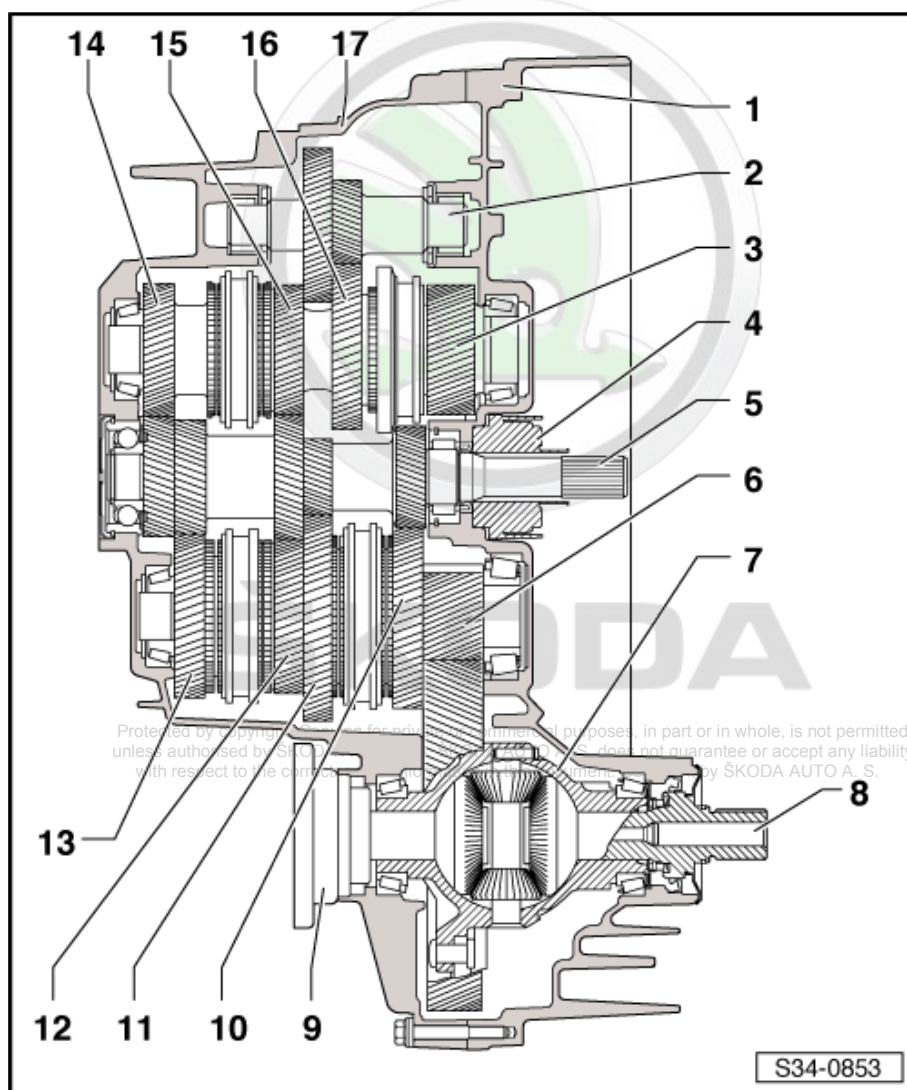
⇒ [“6.1.2 Overview of front axle differential lock”, page 237](#)

⇒ [“6.1.3 Gearbox overview, four-wheel drive”, page 238](#)

6.1.1 Gearbox overview, front-wheel drive

- 1 - Clutch housing
- 2 - Reverse shaft
- 3 - Output shaft 5th, 6th gear/ reverse gear
- 4 - Slave cylinder with release bearing
- 5 - Drive shaft
- 6 - Output shaft gears 1 through 4
- 7 - Differential
- 8 - Rigid shaft

- as of 11/04 replaced by flange shaft
⇒ [“6.4.1 Front-wheel-drive”, page 245](#) , pos. 22



- 9 - Flange shaft
- 10 - Sliding gear for 2nd gear
- 11 - Sliding gear for 1st gear
- 12 - Sliding gear for 4th gear
- 13 - Sliding gear for 3rd gear
- 14 - 5th gear sliding gear
- 15 - Sliding gear for 6th gear
- 16 - Reverse gear sliding gear
- 17 - Gearbox housing

6.1.2 Overview of front axle differential lock

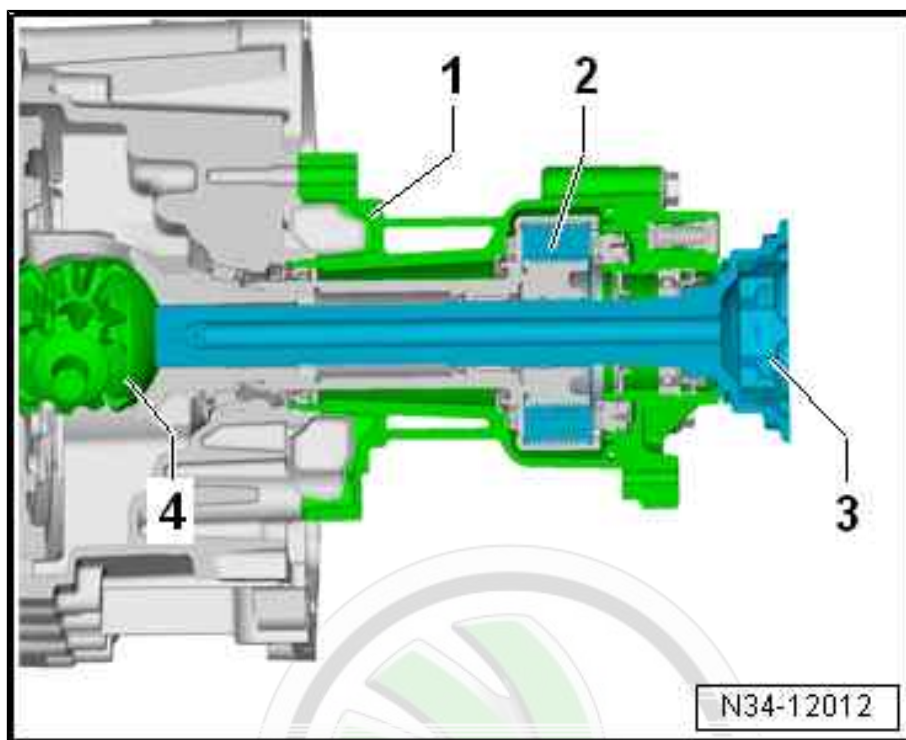
1 - Front axle differential lock

- ☐ installed in combination with petrol engine according to equipment
⇒ [“1.3 Identification characters, aggregate assignment, ratios, filling capacities \(Octavia III\)”, page 8](#)

2 - Four-wheel drive clutch

3 - for right flange shaft

4 - Differential



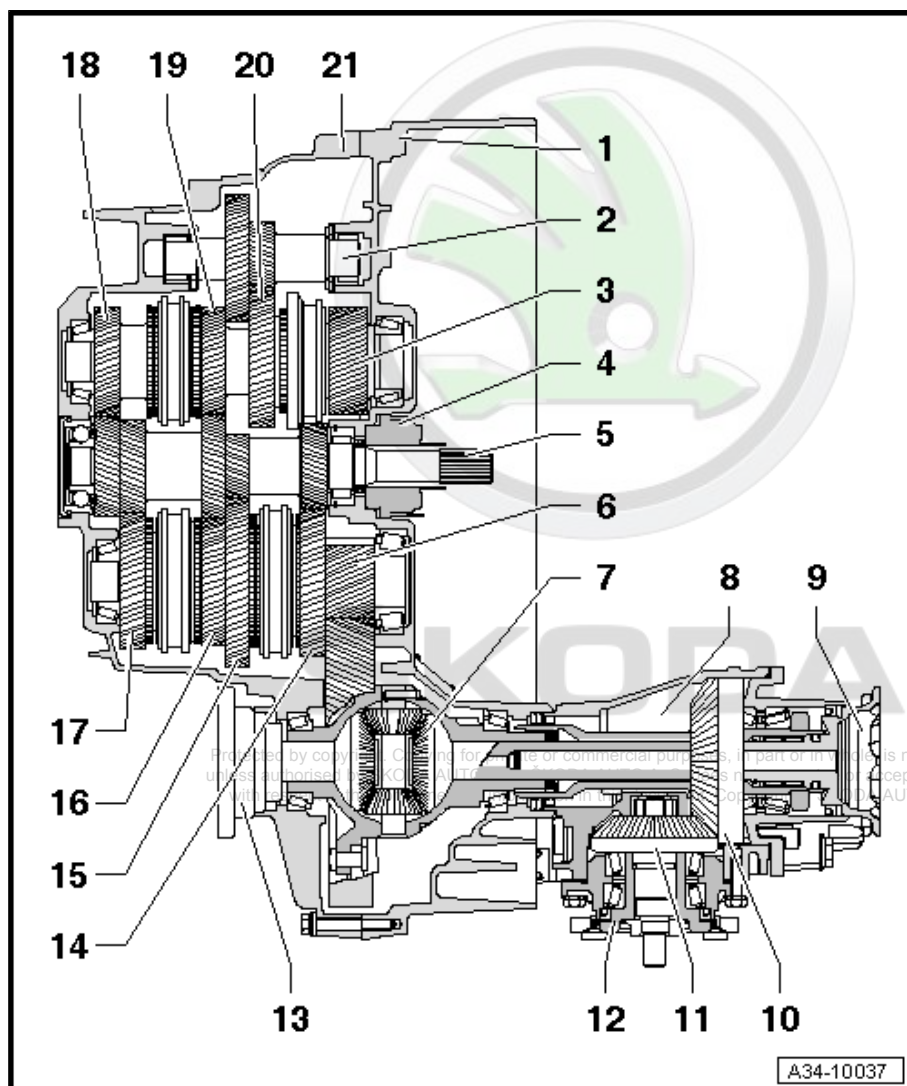
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6.1.3 Gearbox overview, four-wheel drive

- 1 - Clutch housing
- 2 - Reverse shaft
- 3 - Output shaft 5th, 6th gear/
reverse gear
- 4 - Slave cylinder with release
bearing
- 5 - Drive shaft
- 6 - Output shaft gears 1
through 4
- 7 - Differential
- 8 - Angle gearbox
- 9 - Right flange shaft
- 10 - Head bevel gear with drive
shaft
- 11 - Shank bevel gear
- 12 - Output flange
- 13 - Flange shaft left
- 14 - Sliding gear for 2nd gear
- 15 - Sliding gear for 1st gear
- 16 - Sliding gear for 4th gear
- 17 - Sliding gear for 3rd gear
- 18 - 5th gear sliding gear
- 19 - Sliding gear for 6th gear
- 20 - Reverse gear sliding gear
- 21 - Gearbox housing



6.2 Summary of components - Gearbox

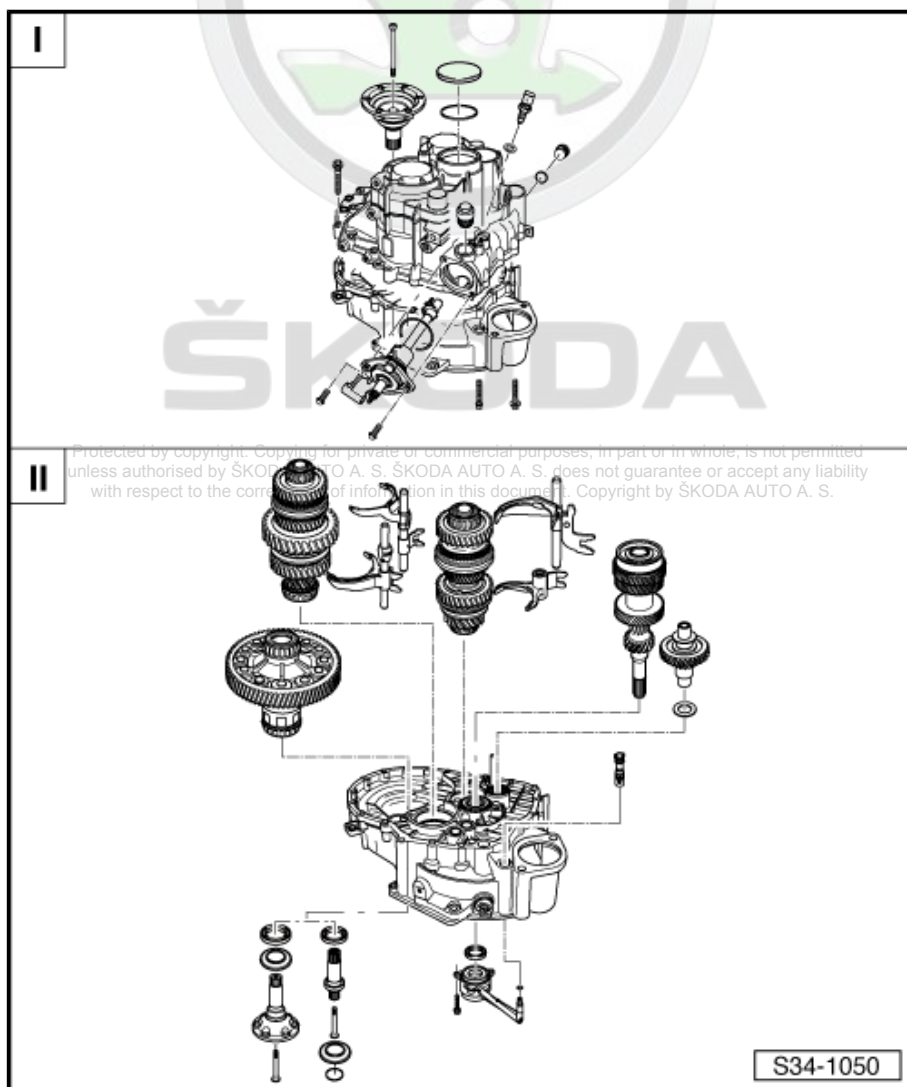
6.2.1 Assembly overview - gearbox, front-wheel drive

I - Removing and installing gearbox housing and shift mechanism

⇒ [“6.3 Removing and installing gearbox housing and shift mechanism”, page 242](#)

II - Removing and installing the drive shaft, output shafts, differential gear and gear shift rods

⇒ [“6.4 Removing and installing the drive shaft, output shafts, differential gear, gearshift rods and angle gearbox”, page 245](#)





Mounting sequence up to production date 20/01/2008 (Octavia II)
⇒ ["6.5 Mounting sequence up to production date 20/01/2008 \(Octavia II\)", page 250](#)

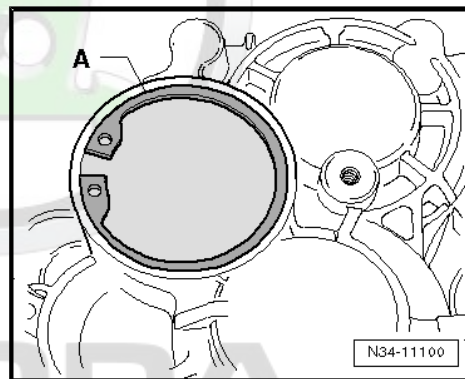
Mounting sequence as of production date 21/01/2008 (gearbox
»with« circlip -A- for the cap/drive shaft)

⇒ ["6.6 Mounting sequence as of production date 21/01/2008 \(gearbox with circlip A for the cap/drive shaft", page 262](#)



Note

- ◆ As of production date 21/01/2008. the cap for the drive shaft is secured with the circlip -A-.
- ◆ The gearboxes produced during the period from 24/08/2011 to 30/08/2011 (⇒ ["1.1 Location on the gearbox", page 1](#)) and during the period from 07/09/2011 to 08/09/2011 (⇒ ["1.1 Location on the gearbox", page 1](#)) are equipped with a cap for drive shaft 02Q.301.211.A
⇒ ["6.3 Removing and installing gearbox housing and shift mechanism", page 242](#) . In case of a repair. the cap for drive shaft 02Q.301.211.A needs to be replaced
⇒ ["6.6 Mounting sequence as of production date 21/01/2008 \(gearbox with circlip A for the cap/drive shaft", page 262](#) . Assignment ⇒ *Electronic Catalogue of Original Parts*.
- ◆ Cap for drive shaft made of sheet metal or plastic
⇒ [page 266](#)
- ◆ Cap for drive shaft made of sheet metal: secured with circlip
- ◆ Cap for drive shaft made of plastic: no circlip



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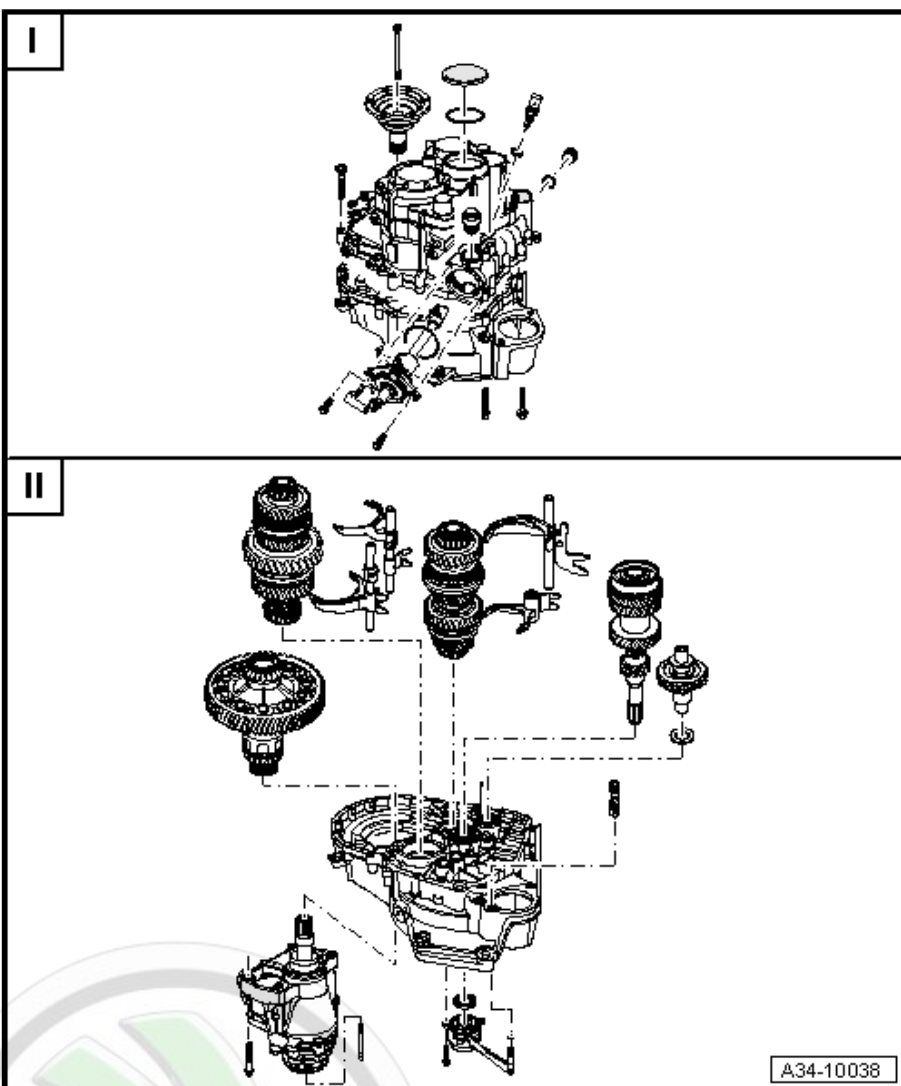
6.2.2 All-wheel drive

I - Gearbox housing and gearshift mechanism - Summary of components

⇒ **"6.3 Removing and installing gearbox housing and shift mechanism", page 242**

II - Drive shaft, output shafts, differential gear, angle gearbox and gearshift rods - Summary of components

⇒ **"6.4 Removing and installing the drive shaft, output shafts, differential gear, gearshift rods and angle gearbox", page 245**



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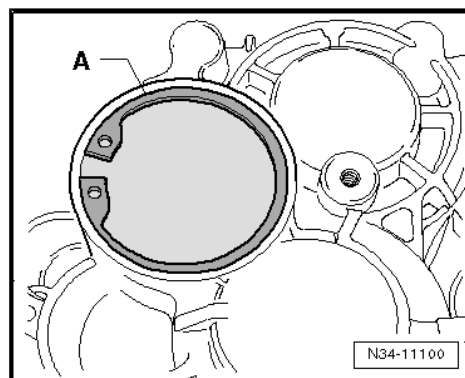
Mounting sequence up to production date 20/01/2008 (Octavia II)
⇒ [“6.5 Mounting sequence up to production date 20/01/2008 \(Octavia II\)”, page 250](#)

Mounting sequence as of production date 21/01/2008 (gearbox »with« circlip -A- for the cap/drive shaft)
⇒ [“6.6 Mounting sequence as of production date 21/01/2008 \(gearbox with circlip A for the cap/drive shaft\)”, page 262](#)



Note

- ◆ As of production date 21/01/2008. the cap for the drive shaft is secured with the circlip -A-.
- ◆ The gearboxes produced from 24/08. 2011 to 30/08/2011 (⇒ [“1.1 Location on the gearbox”, page 1](#)) and from 07/09/2011 to 08/09/2011 (⇒ [“1.1 Location on the gearbox”, page 1](#)) are fitted with a cap for the drive shaft 02Q.301.211.A
⇒ [“6.3 Removing and installing gearbox housing and shift mechanism”, page 242](#) . In case of a repair. the cap for drive shaft 02Q.301.211.A needs to be replaced
⇒ [“6.6 Mounting sequence as of production date 21/01/2008 \(gearbox with circlip A for the cap/drive shaft\)”, page 262](#) . Assignment ⇒ *Electronic Catalogue of Original Parts* .
- ◆ Cap for drive shaft made of sheet metal or plastic
⇒ [page 266](#)
- ◆ Cap for drive shaft made of sheet metal: secured with circlip
- ◆ Cap for drive shaft made of plastic: no circlip



6.3 Removing and installing gearbox housing and shift mechanism



Note

The gearboxes produced from 24/08. 2011 to 30/08/2011 and from 07/09/2011 to 08/09/2011 are fitted with a cap for the drive shaft 02Q.301.211.A Pos. 4. In case of a repair. the cap for drive shaft 02Q.301.211.A needs to be replaced
⇒ [“6.6 Mounting sequence as of production date 21/01/2008 \(gearbox with circlip A for the cap/drive shaft\)”, page 262](#) . Assignment ⇒ *Electronic Catalogue of Original Parts* .

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1 - Screw

- ☐ 33 Nm

2 - Flange shaft with pressure spring

- ◆ Mounting sequence up to production date 20/01/2008 (Octavia II)
⇒ ["6.5 Mounting sequence up to production date 20/01/2008 \(Octavia II\)", page 250](#)
- ◆ Mounting sequence as of production date 21/01/2008
⇒ ["6.6 Mounting sequence as of production date 21/01/2008 \(gearbox with circlip A for the cap/drive shaft", page 262](#)
 - ☐ Disassembling and assembling
⇒ ["3 Differential", page 371](#)

3 - Circlip

- ☐ for cap pos. 4
- ☐ installed as of production date 21/01/2008

4 - Screw cap

- ☐ as of production date 21/01/2008 secured with circlip Pos. 3
- ☐ made of sheet metal or plastic ⇒ [page 266](#)
- ☐ Made of sheet metal: secured with locking ring
 - ☐ Made of plastic: no locking ring
- ☐ Assign components ⇒ Electronic Catalogue of Original Parts

5 - Circlip

6 - Reversing light switch - F4-

- ☐ 20 Nm

7 - Sealing ring

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

8 - Oil drain plug

- ☐ pay attention to different versions ⇒ [page 245](#)
- ☐ Internal serration screw. 45 Nm
- ☐ Allan screw. 30 Nm

9 - Sealing ring

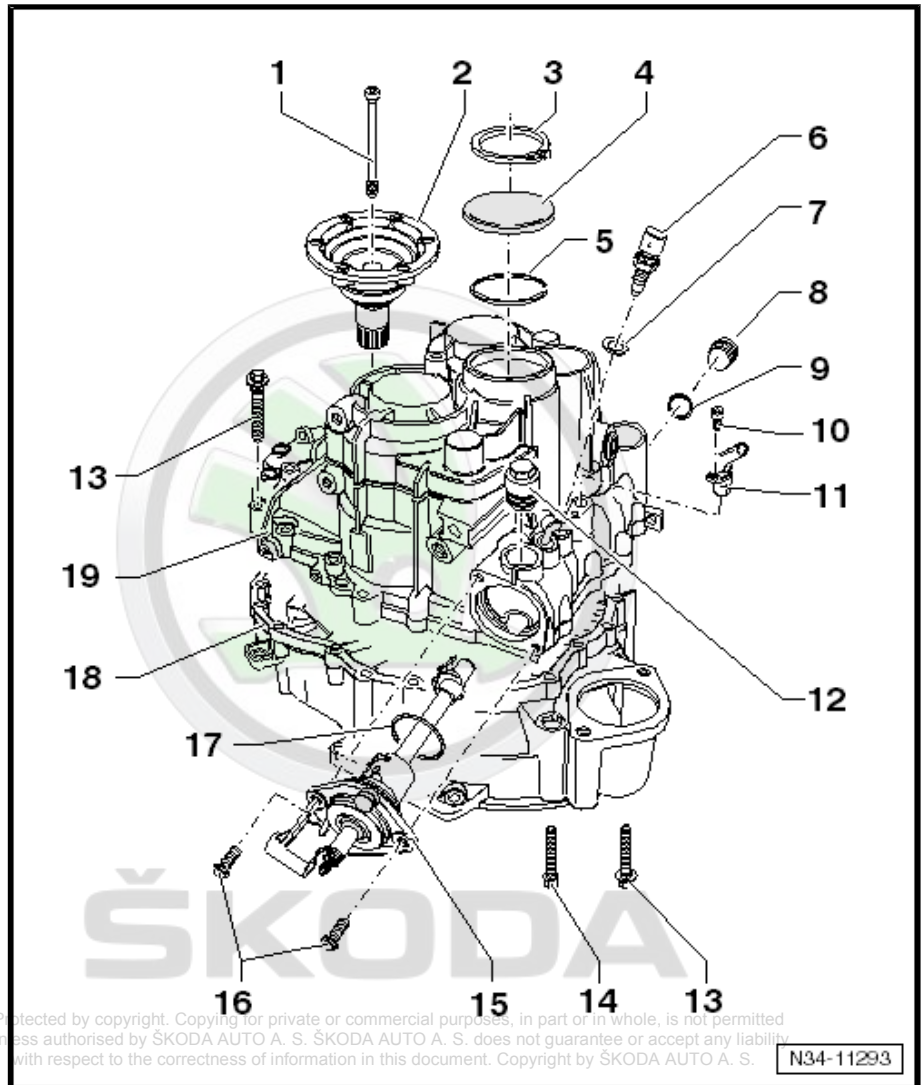
- ☐ if present. always replace ⇒ Electronic Catalogue of Original Parts

10 - Screw

- ☐ 6 Nm

11 - Gearbox neutral position transmitter - G701-

- ☐ for vehicles with start/stop system





12 - Locating screw

- ☐ for the gearshift shaft
- ☐ Replace after disassembly
- ☐ Made of metal or plastic
- ☐ Locking screw made of metal 45 Nm
- ☐ Locking screw made of plastic 30 Nm
- ☐ The gear oil is filled through the tapped hole for the locking screw in gearboxes without control / filling screw ⇒ ["3.2.2 Check gear oil level, transmission without control / filling screw", page 222](#)

13 - Screw

- ☐ with captive washer
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ Assignment of screws as replacement part ⇒ [page 245](#)
- ☐ 15 Nm + 90°

14 - Screw

- ☐ without washer
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ Assignment of screws as replacement part ⇒ [page 245](#)
- ☐ 15 Nm + 90°

15 - Gearshift unit

- ☐ (gearshift mechanism on the gearbox side)
- ☐ Repairing:
- ◆ Gearshift unit (Octavia II) ⇒ ["9.1 Repair gearshift unit \(Octavia II and Octavia III\)", page 289](#)
- ◆ Gearshift unit up to 05/2009 (Superb II) ⇒ ["9.2 Gearshift unit up to 05/2009 \(Superb II\)", page 291](#)
- ◆ Gearshift unit as of 06/2009 (Superb II) ⇒ ["9.3 Gearshift unit as of 06/2009 \(Superb II\)", page 293](#)
- ◆ Gearshift unit (Yeti) ⇒ ["9.4 Gearshift unit \(Yeti\)", page 294](#)
 - ☐ as of 06.2009, modified on the 5th/6th gear shift rod on gearboxes with bearing of the reverse gear shift fork ⇒ ["9.1 Repair gearshift unit \(Octavia II and Octavia III\)", page 289](#)
 - ☐ Assignment ⇒ Electronic Catalogue of Original Parts
 - ☐ remove with installed gearbox:
- ◆ Remove battery and battery tray
- ◆ Remove control cables and gearshift lever
- ◆ Unscrew locking screw
- ◆ Pull out gearshift unit. to do so the locking angle (for setting the gearshift mechanism) must not be inserted

16 - Screw

- ☐ replace ⇒ Electronic Catalogue of Original Parts
 - ☐ 20 Nm
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17 - O-ring

- ☐ replace ⇒ Electronic Catalogue of Original Parts

18 - Clutch housing

- ☐ repairing ⇒ ["8 Repairing clutch housing", page 283](#)

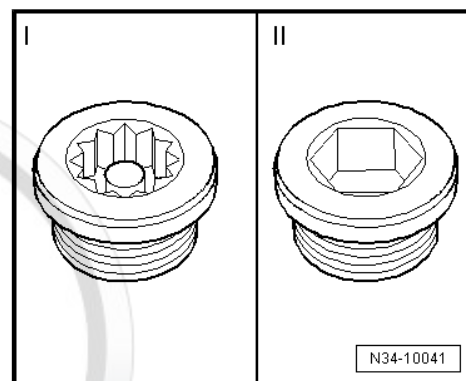
19 - Gearbox housing

- ☐ repairing ⇒ ["7 Repairing gearbox housing", page 276](#)

Different versions of oil filler plug and oil drain plug

I - Oil filler plug and oil drain plug with internal serration

II - Oil filler plug and oil drain plug with Allan key

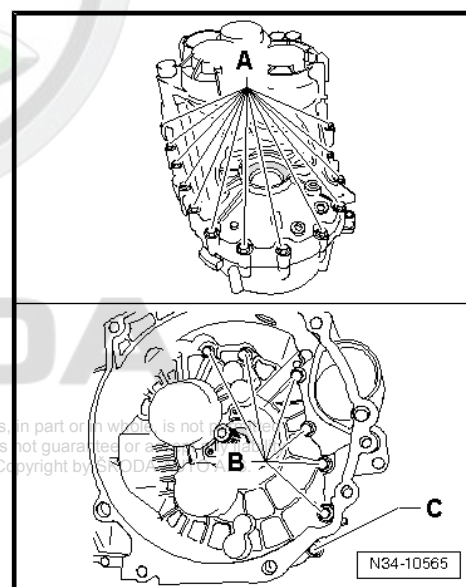


Assignment of screws as replacement part

A - Screw with captive washer

B - Screw without washer

C - Screw with captive washer



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6.4 Removing and installing the drive shaft, output shafts, differential gear, gearshift rods and angle gearbox

6.4.1 Front-wheel-drive



Note

- ◆ Fitting position of the shafts and gearshift rods in the gearbox where the reverse gear shift fork is positioned on the shaft for reverse gear shift fork in the clutch housing ➔ [page 248](#).
- ◆ Fitting position of the shafts and gearshift rods in the gearbox where the reverse gear shift fork is positioned on the 5th/6th gear shift rod ➔ [page 248](#).



1 - Output shaft gears 1 through 4

- ☐ Disassembling and assembling
⇒ [“2.1 Disassembling and assembling output shaft gears 1 through 4”](#), page 315

2 - Gear shift rod with 1st and 2nd gear shift fork

3 - Gear shift rod with 3rd and 4th gear shift fork

4 - Output shaft 5th, 6th gear/ reverse gear

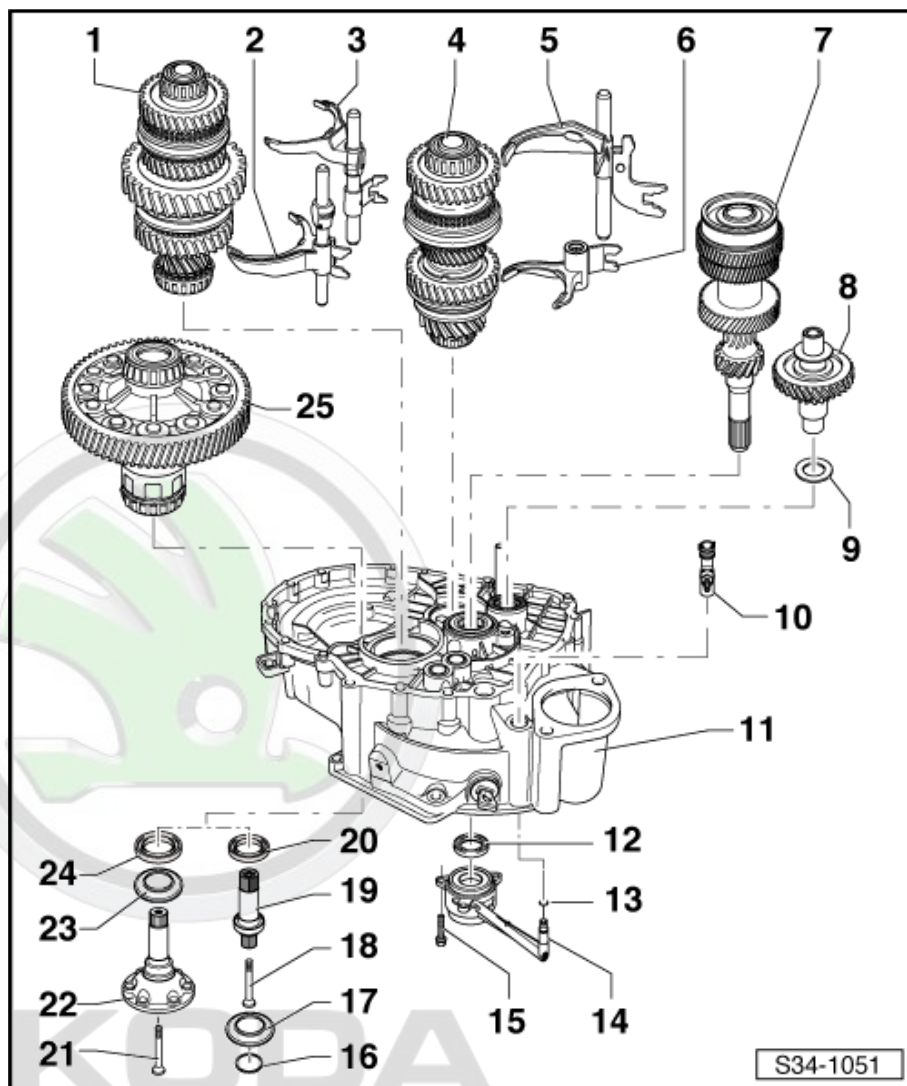
- ☐ Disassembling and assembling
⇒ [“3.1 Disassembling and assembling output shaft 5th/6th gear and reverse gear”](#), page 335

5 - Gear shift rod with 5th and 6th gear shift fork

6 - Gearshift fork reverse gear

7 - Drive shaft

- ☐ Disassembling and assembling
⇒ [“1.1 Disassembling and assembling the drive shaft”](#), page 308
- ☐ Always replace grooved ball bearing on the drive shaft
⇒ [“1.1 Disassembling and assembling the drive shaft”](#), page 308



8 - Reverse shaft

- ☐ with thrust washer

9 - Thrust washer

10 - Breather

- ☐ connect with slave cylinder pos. 14

11 - Clutch housing

12 - Input shaft seal

- ☐ Replace ⇒ [“2.4 Replacing input shaft sealing ring”](#), page 84

13 - O-ring

- ☐ pull onto line connection
- ☐ moisten with brake fluid before installing

14 - Slave cylinder with release bearing

- ☐ Removing and installing ⇒ [“2.3 Remove and install slave cylinder with clutch release bearing”](#), page 82

15 - Screw

- ☐ Qty. 3
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ carefully tighten in small stages crosswise so that the screw-down eyes of the slave cylinder do not break off

- ☐ With metal holding cylinder: 12 Nm (no locking agent)
- ☐ With plastic cylinder: 15 Nm (with locking agent)

16 - O-ring

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

17 - Cap

- ☐ can be pushed onto the rigid shaft. or removed by hand

18 - Screw

- ☐ Replace after disassembly
- ☐ 33 Nm

19 - Rigid shaft with pressure spring

- ☐ Removing and installing
⇒ [“6.5 Mounting sequence up to production date 20/01/2008 \(Octavia II\)”, page 250](#)
- ☐ complete ⇒ [“3 Differential”, page 371](#)
- ☐ as of 11/2004 replaced by flange shaft pos. 22

20 - Sealing ring

- ☐ for the right rigid shaft
- ☐ Replace
⇒ [“1.2 Replace the gasket ring for the right rigid shaft \(front-wheel drive\) \(Octavia II\)”, page 348](#)

21 - Screw

- ☐ Replace after disassembly
- ☐ 33 Nm

22 - Flange shaft

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

23 - Cap

- ☐ release with screwdriver alternatively from the flange shaft
- ☐ push on by hand up to the stop
- ☐ must lock with the flange shaft

24 - Sealing ring

- ☐ for right flange shaft
- ☐ Replacing
- ◆ Vehicles with front-wheel drive
⇒ [“1.3 Replace gasket ring for right flange shaft \(front-wheel drive\)”, page 349](#)
- ◆ for vehicles with four-wheel drive
⇒ [“1.5 Replacing the right flange shaft gasket ring \(four-wheel drive\)”, page 353](#)

25 - Differential

- ☐ Disassembling and assembling ⇒ [“3 Differential”, page 371](#)

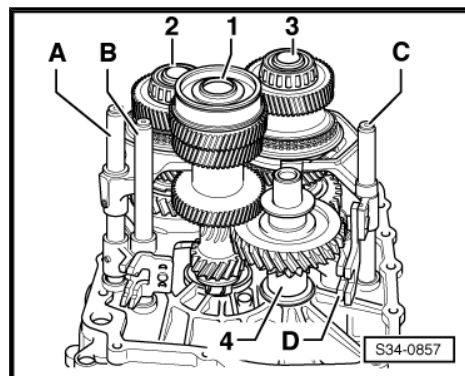


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Fitting position of shafts and gear shift rods in the gearbox up to 05.2009

- 1 - Drive shaft
- 2 - Output shaft gears 1 through 4
- 3 - Output shaft 5th, 6th gear/reverse gear
- 4 - Reverse shaft
- A - 3rd and 4th gear shift rod
- B - 1st and 2nd gear shift rod
- C - 5th and 6th gear shift rod
- D - Gearshift fork reverse gear

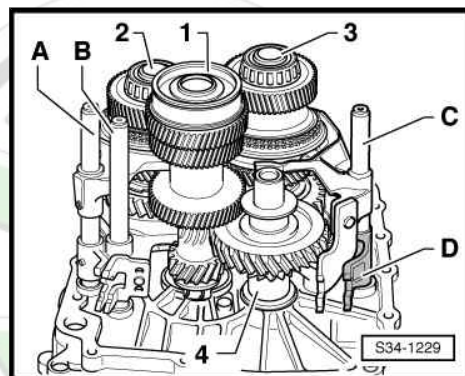


Note

The reverse gear shift fork Pos. D is placed on the shaft for reverse gear shift fork in the clutch housing.

Fitting position of shafts and gear shift rods in the gearbox as of 06.2009

- 1 - Drive shaft
- 2 - Output shaft gears 1 through 4
- 3 - Output shaft 5th, 6th gear/reverse gear
- 4 - Reverse shaft
- A - 3rd and 4th gear shift rod
- B - 1st and 2nd gear shift rod
- C - 5th and 6th gear shift rod
- D - Gearshift fork reverse gear



Note

The reverse gear shift fork Pos. D is installed on the 5th and 6th gear shift rod Pos. C.

6.4.2 All-wheel drive



Note

- ♦ *Fitting position of the shafts and gearshift rods in the gearbox where the reverse gear shift fork is positioned on the shaft for reverse gear shift fork in the clutch housing ➔ [page 248](#) .*
- ♦ *Fitting position of the shafts and gearshift rods in the gearbox where the reverse gear shift fork is positioned on the 5th/6th gear shift rod ➔ [page 248](#) .*

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1 - Output shaft gears 1 through 4

- ❑ Disassembling and assembling
⇒ [“2.1 Disassembling and assembling output shaft gears 1 through 4”](#), page 315

2 - Gear shift rod with 1st and 2nd gear shift fork

3 - Gear shift rod with 3rd and 4th gear shift fork

4 - Output shaft 5th, 6th gear/ reverse gear

- ❑ Disassembling and assembling
⇒ [“3.1 Disassembling and assembling output shaft 5th/6th gear and reverse gear”](#), page 335

5 - Gear shift rod with 5th and 6th gear shift fork

6 - Gearshift fork reverse gear

7 - Drive shaft

- ❑ Disassembling and assembling
⇒ [“1.1 Disassembling and assembling the drive shaft”](#), page 308
- ❑ Always replace grooved ball bearing on the drive shaft
⇒ [“1.1 Disassembling and assembling the drive shaft”](#), page 308

8 - Reverse shaft

- ❑ with thrust washer

9 - Thrust washer

10 - Breather

- ❑ connect with slave cylinder pos. 14

11 - Clutch housing

- ❑ repairing ⇒ [“8 Repairing clutch housing”](#), page 283

12 - Input shaft seal

- ❑ Replace ⇒ [“2.4 Replacing input shaft sealing ring”](#), page 84

13 - O-ring

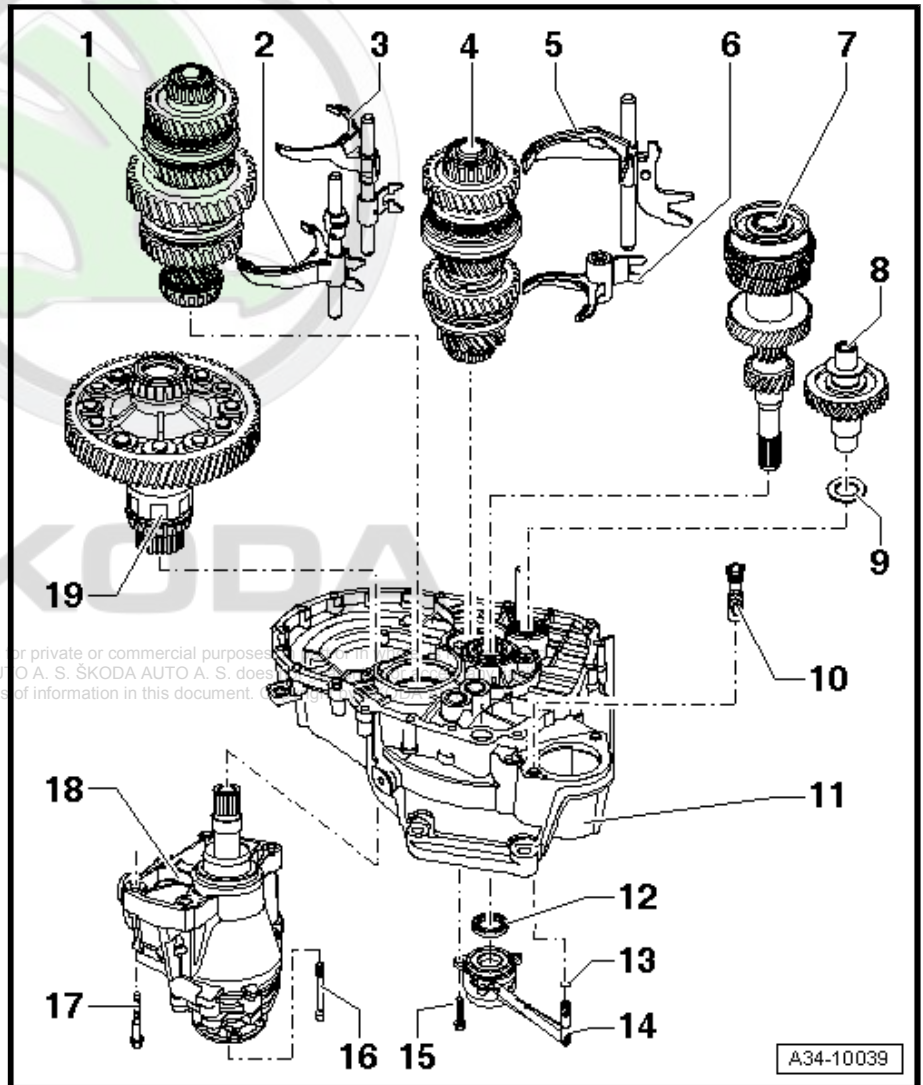
- ❑ pull onto line connection
- ❑ moisten with brake fluid before installing

14 - Slave cylinder with release bearing

- ❑ Removing and installing ⇒ [“2.3 Remove and install slave cylinder with clutch release bearing”](#), page 82

15 - Screw

- ❑ Qty. 3
- ❑ always replace ⇒ Electronic Catalogue of Original Parts





- ☐ carefully tighten in small stages crosswise so that the screw-down eyes of the slave cylinder do not break off
- ☐ With metal holding cylinder: 12 Nm (no locking agent)
- ☐ With plastic cylinder: 15 Nm (with locking agent)

16 - Screw

- ☐ Replace after disassembly
- ☐ 33 Nm

17 - Screw

- ☐ Qty. 4
- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts
- ☐ 40 Nm + 90°

18 - Angle gearbox

- ☐ Removing and installing with gearbox fitted ⇒ [“4 Removing and installing angle gearbox”, page 391](#)
- ☐ Removing and installing with gearbox removed
⇒ [“6.6 Mounting sequence as of production date 21/01/2008 \(gearbox with circlip A for the cap/drive shaft”, page 262](#)

19 - Differential

- ☐ Disassembling and assembling ⇒ [“3 Differential”, page 371](#)

6.5 Mounting sequence up to production date 20/01/2008 (Octavia II)

Removing and installing the gearbox housing, shift mechanism, drive shaft, output shafts, differential gear, gear shift rods and angle gearbox

Special tools and workshop equipment required

- ◆ Thrust washer - MP3-412 (VW 455)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Extractor - MP3-425 (30-211A)-
- ◆ Assembly stand - MP9-101-
- ◆ Pressure spindle - T10042-
- ◆ Socket - T10107A-
- ◆ Gearbox mount - T30108-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Pressure spindle - T40008-
- ◆ Separating tool e. g. -VAS 251 407- or -Kukko 17-0-
- ◆ Hot-air blower
- ◆ Catch pan
- ◆ Ring bolt - 3368-
- ◆ Sealant - AMV 188 200 03-
- ◆ Grease for splines - G 000 100-

6.5.1 Disassembling gearbox (Octavia II)

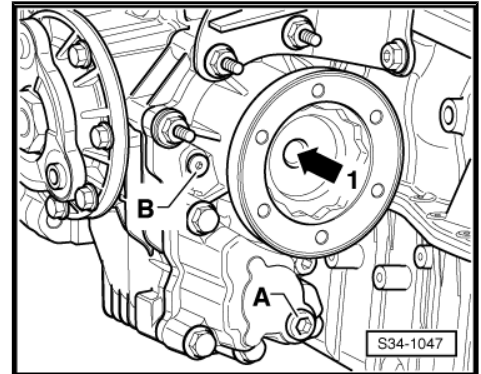
All-wheel drive

- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .

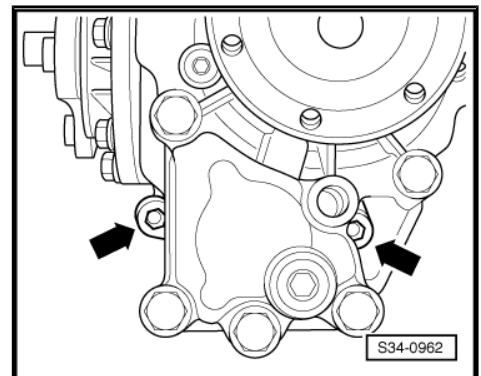


Note

The right flange shaft remains in the angle gearbox.



- Unscrew the bottom engine/gearbox connecting screws -arrows-.

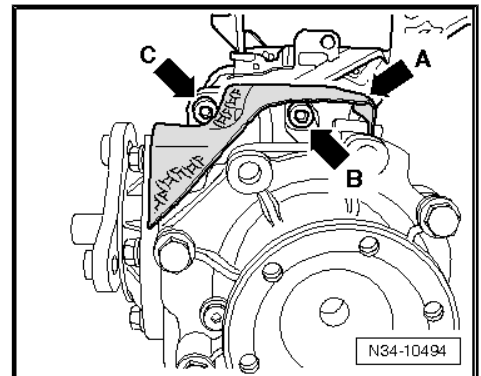


On certain vehicles a heat shield -arrow A- is located on the top side of the angle gearbox.

The screw -arrow B- is accessible below the heat shield.

The screw -arrow C- is accessible above the heat shield.

- Carefully press off angle gearbox from gearbox, while doing so secure it against falling.



Continued for all gearboxes



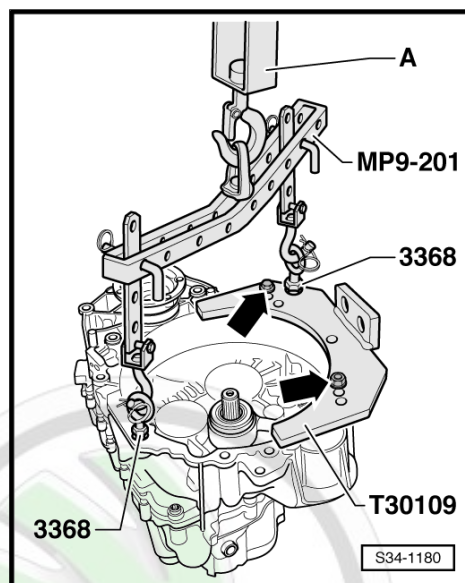
Note

*Before disassembling the gearbox first the gearbox mount - T30109 (VW 353)- should be secured to the gearbox
⇒ [page 252](#) .*

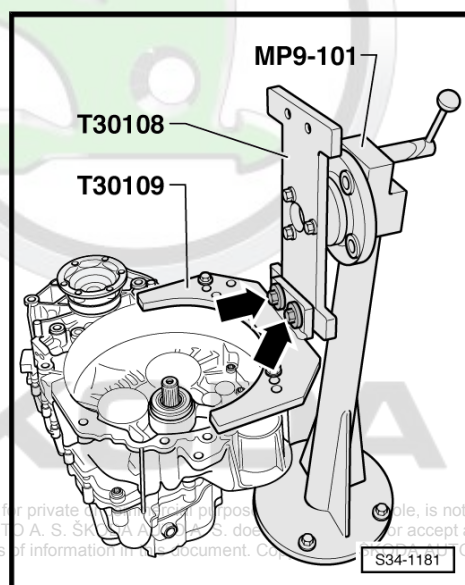
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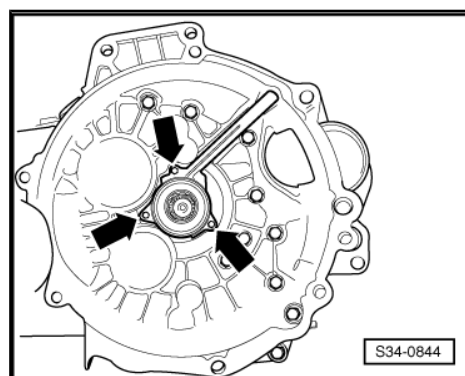
Secure the gearbox mount - T30109 (VW 353)- to the gearbox.



- Attach gearbox to assembly stand - MP9-101- .
- Place catch pan underneath.
- Drain out gear oil.

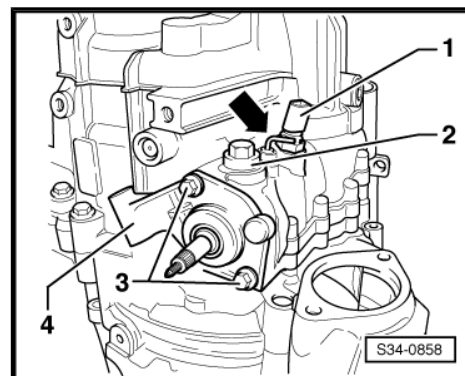


- Remove slave cylinder with release bearing -arrows-.



Make sure that the gearshift shaft is not blocked by the locking angle -arrow-.

- Put the gearshift shaft into Neutral.
- Remove switch for reversing lights - F4- -1-.
- Unscrew locking screw -2-.
- Unscrew bolts -3-.
- Pull the gearshift shaft -4- out of the gearbox housing.



- Release the fixing screw for the left flange shaft. to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove flange shaft together with pressure spring.

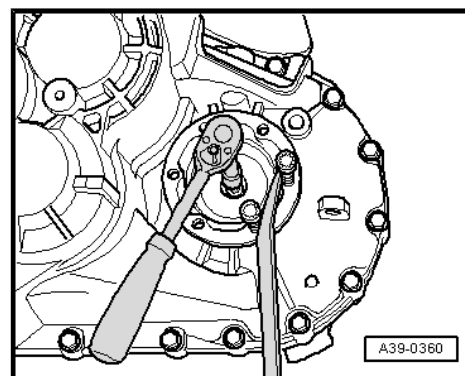
Front-wheel-drive

- Remove rigid shaft or right flange shaft.



Note

For gearboxes as of production date 11/2004. the rigid shaft on the right was replaced by a flange shaft.



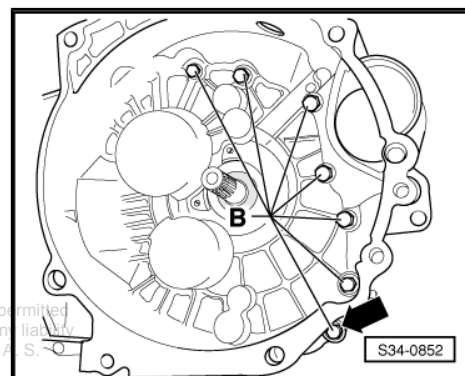
Continued for all gearboxes

- Unscrew screws -B-. that serve to secure the gearbox housing from the clutch housing.

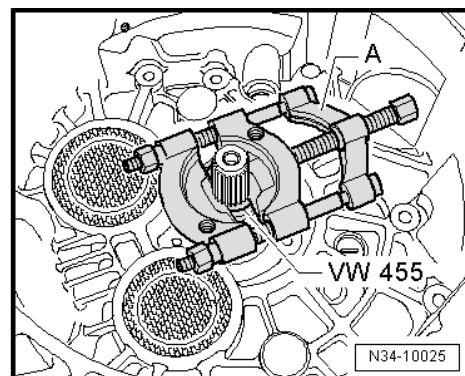


Note

The bolt -arrow- is outside the mounting flange. The bolt is fitted with a washer.



- Interlock the drive shaft by fitting the press-on sleeve - VW 455 (MP3-412)- via the drive shaft onto the clutch housing.



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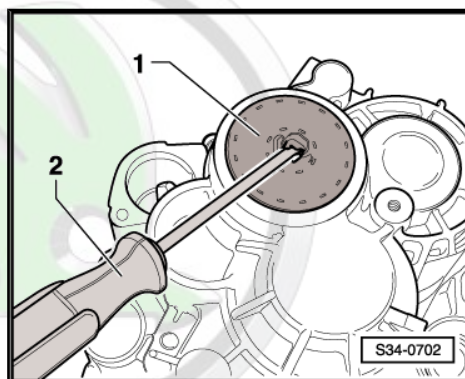
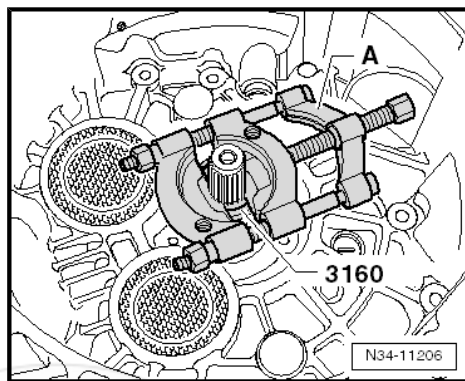
Note

If needed, replace the press-on sleeve - VW 455 (MP3-412)- with the guide sleeve - 3160 (T30102)- so that the push-off device -A- can be tensioned behind the serration spline on the input shaft.

- Tighten the separating device -A-, e.g. -VAS 251 407- or -Kukko 17-0- behind the splints of the drive shaft.

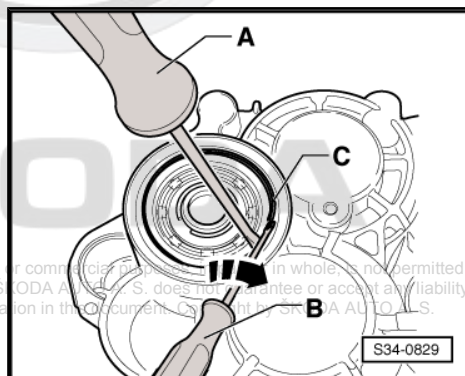
While doing so the reverse side of the separating device must rest on the insertion bushing - VW 455 (MP3-412)- or on the bushing - 3160 (T30102)- with no play.

- Push the rubber through the middle of the cap -1- using a screwdriver .
- Carefully lever up the cap from the gearbox housing using the screwdriver -2-.

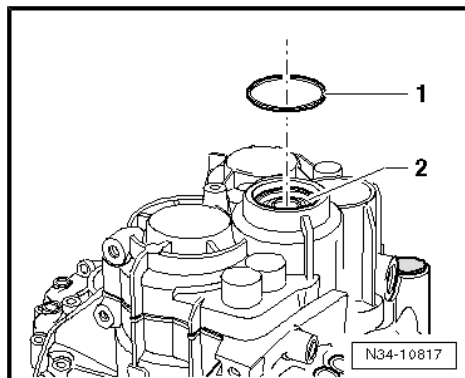


Remove the circlip -C- from the grooved ball bearing of the drive shaft/gearbox housing as follows:

- with the screw driver -A- hold one end of the circlip.
- With the screw driver -B- lever the other end out of the slot of the grooved ball bearing -direction of arrow-.
- Move screwdriver -B- around. levering out the circlip step by step.

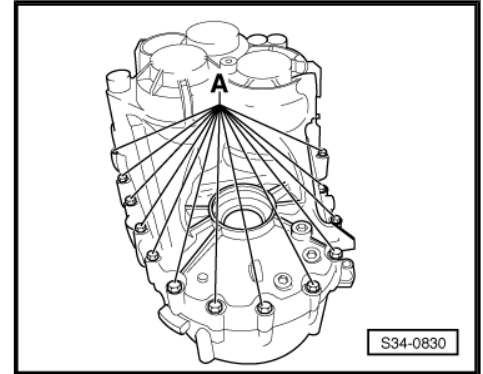


- If applicable. remove the washer -1- from the gearbox housing -2-.
- If the gearbox housing is replaced. check whether the washer -1- must be fitted again ⇒ [page 257](#) .

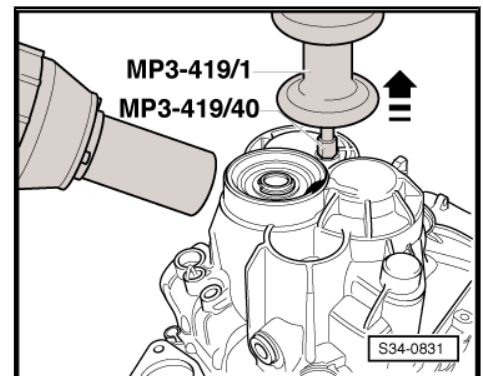


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- Remove the fixing screws -A- for the gearbox housing on the clutch housing.



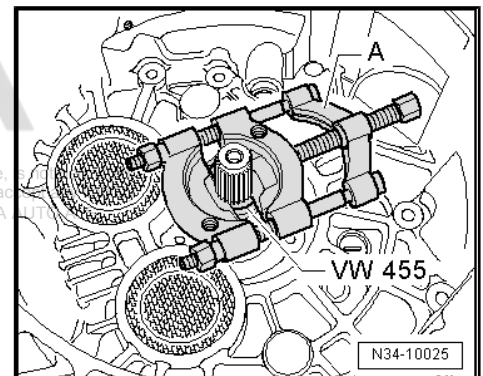
- Screw adapter - MP3-419/40- into the threaded hole of the gearbox housing.
- Heat the gearbox housing with the hot-air blower at the bearing assembly for grooved ball bearing/drive shaft to about 100°C for around 10 minutes.
- Remove the gearbox housing from the clutch housing using the multi-purpose tool - MP3-419/1- -direction of arrow-.



i Note

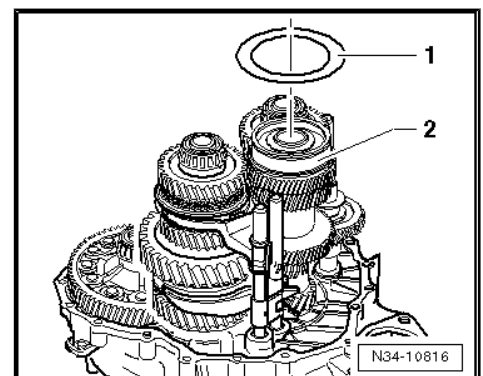
If necessary carefully release with assembly lever alternatively from the projecting housing lands and make sure the sealing surfaces are not damaged in the process.

- Remove the separating device -A- and the insertion bushing - VW 455 (MP3-412)- or the separating sleeve - 3160 (T30102)- from the drive shaft.



- If applicable. remove the washer -1- from the grooved ball bearing -2-.
- If the gearbox housing is replaced. check whether the washer -1- must be fitted again ⇒ [page 258](#) .

For the removal of the shafts from the clutch housing a second mechanic is required.



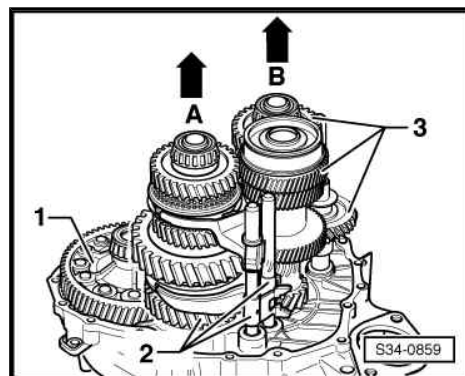


- Lift the differential gear -1- with the left hand. With the right hand lift output shaft gears 1 through 4 together with gear shift rods -2- -arrow A-.
- At the same time the 2nd mechanic lifts the drive shaft, the reverse shaft and the output shaft 5th/6th gear -3- together with the gear shift rods out of the clutch housing -arrow B-.



Note

If necessary the differential gear can be placed again in the clutch housing after lifting the shafts.



- Removing gasket ring for drive shaft.



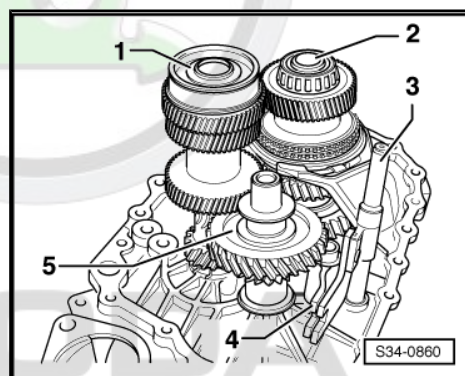
Note

The grooved ball bearing on the drive shaft must always be re-placed

⇒ "1.1 Disassembling and assembling the drive shaft", page 308 .

6.5.2 Assembling gearbox (Octavia II)

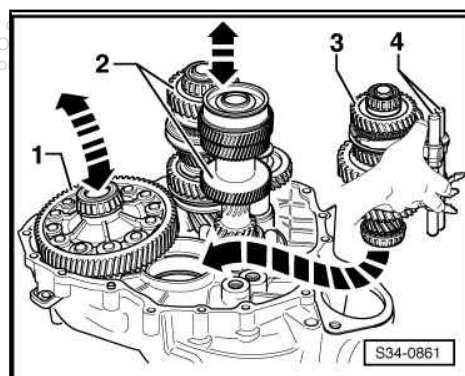
- A new grooved ball bearing must be pressed onto the drive shaft
⇒ "1.1 Disassembling and assembling the drive shaft", page 308 .
- Insert the drive shaft -1-, the output shaft 5th/6th gear -2- together with gear shift rod -3-, shift fork -4- and reverse shaft -5-.



- Insert differential gear -1-.
- Take the output shaft gears 1 through 4 -3- with the gear shift rods -4- in the right hand as shown.
- Slightly lift the differential gear with the left hand.
- At the same time the 2nd mechanic lifts the drive shaft, the output shaft 5th/6th gear and reverse gear -2- together with the reverse shaft.
- Insert the output shaft gears 1 through 4 in -the direction of the arrow-.

The serrations of the drive shaft, output shafts and final drive/ differential gear must be in mesh.

- Place the shafts and the differential gear in their bearing assembly.



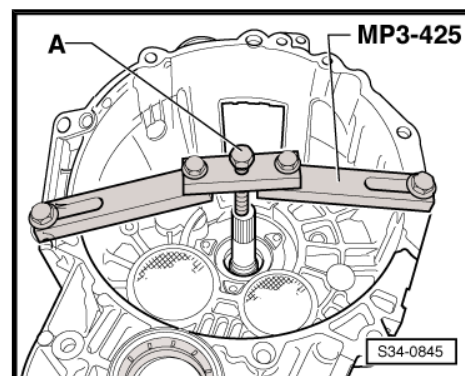
- Secure the supporting bridge - MP3-425- for drive shaft to the clutch housing.



Note

To provide a clearer illustration, the clutch housing is shown at an angle of 180°.

- Screw in screw -A- until the drive shaft is lifted slightly.



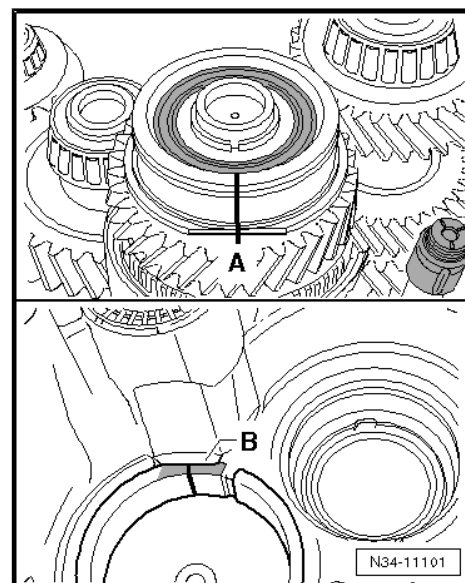
On certain gearboxes, flattened parts -A- are present at the grooved ball bearing for the drive shaft and at the bearing support -B-.

Check the grooved ball bearing for the drive shaft and the gearbox housing.

Grooved ball bearing for the drive shaft and the gearbox housing

No flattened parts at the grooved ball bearing -A- and at the bearing support -B- ➔ [page 257](#)

Flattened parts at the grooved ball bearing -A- and at the bearing support -B- ➔ [page 258](#)



From production date 20/03/2006, to date of production approx. 20/01/2008:

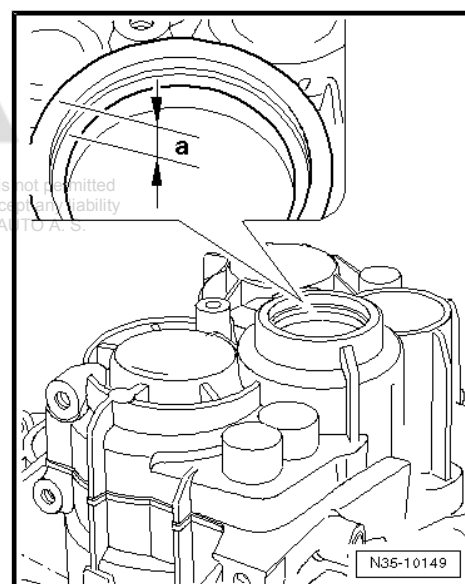
A washer is inserted above and below the grooved ball bearing for the drive shaft

➔ ["1.1 Disassembling and assembling the drive shaft", page 308](#).

Top washer	Outer diameter	78.6 mm
Bottom washer	Outer diameter	85 mm

Measure the shoulder above the support for the grooved ball bearing

Shoulder above the grooved ball bearing	Dimension "a"	Top washer
Until date of production 19/03/2006	10 mm	no
From production date 20/03/2006	10.7 mm	yes

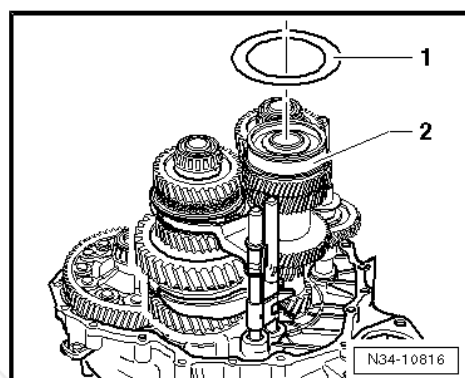
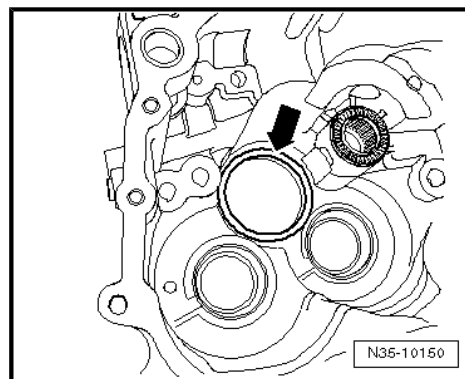




In the gearbox housing the area below the bearing pedestal for the grooved ball bearing is also changed -arrow-

Area below the bearing pedestal		Bottom washer
Until date of production 19/03/2006	not chamfered	no
From production date 20/03/2006	chamfered slightly deeper	yes

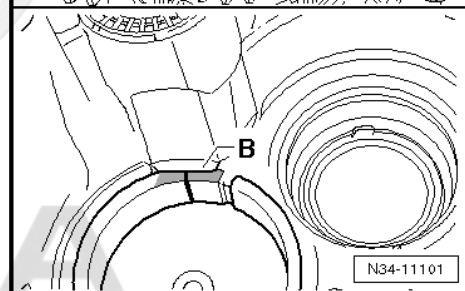
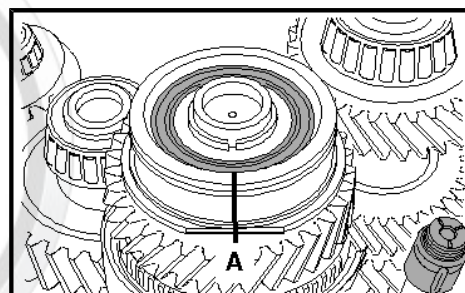
- If necessary place a washer (outside diameter = 85 mm) -1- onto the grooved ball bearing -2-.



For certain gearboxes:

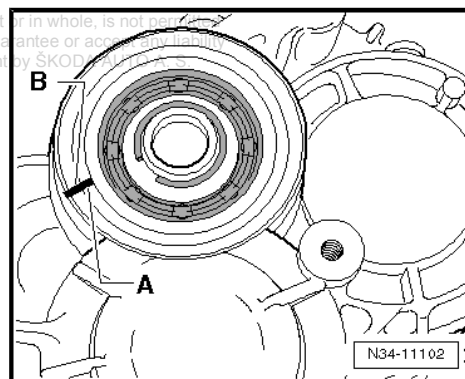
If flattened parts -A- are present at the grooved ball bearing/drive shaft and at the bearing support -B- for the grooved ball bearing in the gearbox housing.

- Washers must not be placed above and below the grooved ball bearing on these gearboxes.
- The flattened parts -A- on the deep groove ball bearing and on the bearing support -B- in the gearbox housing must be aligned.
- Mark these flattened parts in different colours.
- Transfer the marks onto the upper area of the grooved ball bearing and onto the upper area of the bearing support of the gearbox housing (⇒ next figure).
- On all gearboxes - heat the gearbox housing with the hot-air blower in the area of the bearing assembly for grooved ball bearing/drive shaft to 100°C for approx. 10 minutes.



Note

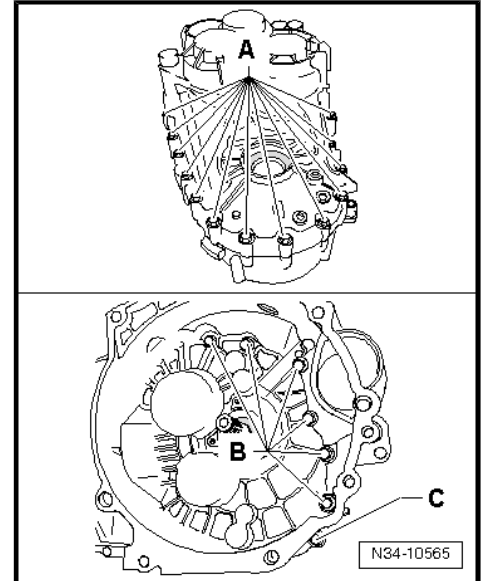
- ♦ *Warming up is necessary so that the grooved ball bearing is not damaged when installing the gearbox housing.*
- ♦ *Apply sealant - AMV 188 200 03- uniformly on the sealing surface of the clutch housing.*
- ♦ *Align the mark on the deep groove ball bearing -A- with the mark on the gearbox housing -B- and locate the gearbox housing.*



- Tighten new screws -A-, -B-, and -C- for the gearbox housing at the clutch housing to the required tightening torque.

Assignment of screws:

- A - Screw with captive washer
- B - Screw without washer
- C - Screw with captive washer

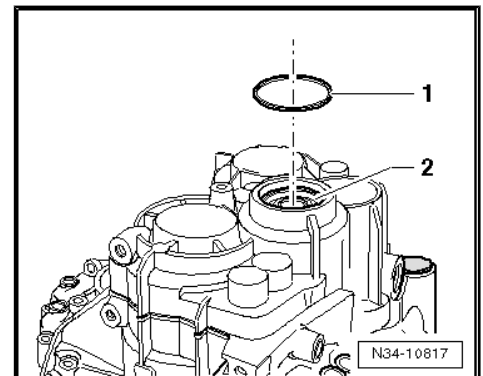


- If necessary place a washer -1- (outside diameter = 78.6 mm) above the grooved ball bearing -2-.

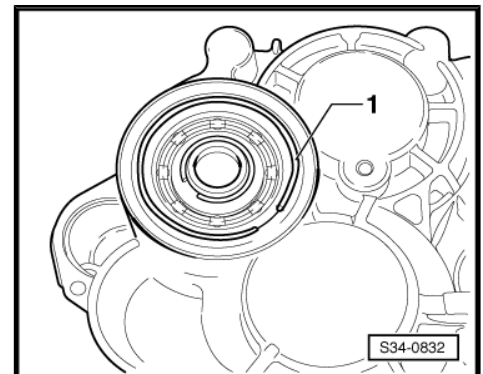


Note

- ◆ If a washer must be placed onto the grooved ball bearing ⇒ [page 257](#).
- ◆ The washer -1- above the grooved ball bearing -2- is no longer fitted if there is a flattened part on the grooved ball bearing and the gearbox housing ⇒ [page 258](#).

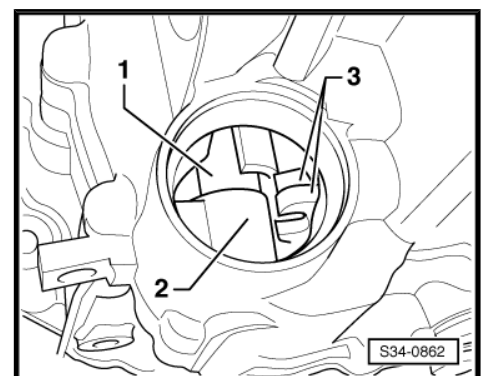


- Install circlip -1- for grooved ball bearing/drive shaft.
- Remove supporting bridge - MP3-425- for drive shaft.
- In case the serrated sleeve for the gearshift shaft was removed. drive it in with the drift
⇒ [“7.2 Repairing gearbox housing”, page 278](#) up to the stop of the tool.
- Turn the gearbox with the opening for the gearshift shaft in the assembly stand upwards.



- Insert the gearshift shaft -1- into the bottom bearing -2- and into the gearshift forks -3-. The cap in the illustration is removed for purposes of clear presentation.

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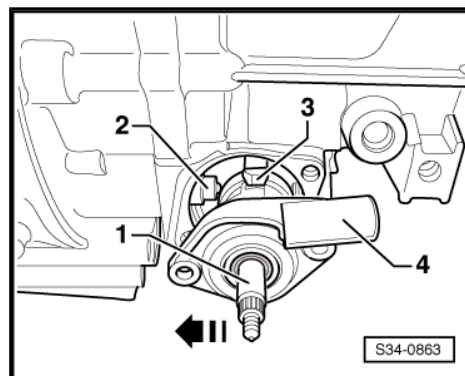


- Press the gearshift shaft -1- against the serrated sleeve -2- -direction of arrow- and guide with the shift finger -3- through the gearshift forks up to the stop downwards.
- The gearshift cover -4- must be positioned at the same time parallel to the screw-on surface at the gearbox housing.
- It must be possible to move the gear shift shaft easily in the selector movement (upwards and downwards).

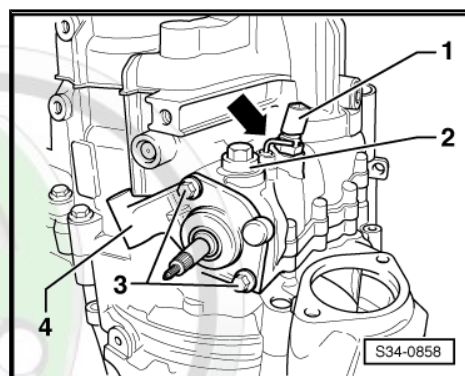


Note

If the gearshift cover is positioned obliquely to the screw-on surface, the gearshift shaft is not inserted into the bottom bearing.



- Tighten screws -3- for the cover/gearshift shaft -4-.
- Screw in locking screw -2- at the same time the locking angle -arrow- must be laid out.
- Install switch for reversing lights - F4- -1-.



- Install left flange shaft with pressure spring, stop disc and conical ring.

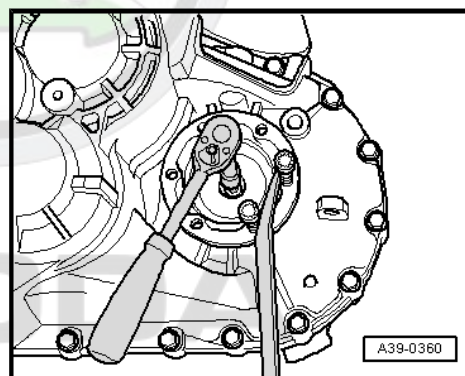
Front-wheel-drive

- Install rigid shaft or right flange shaft with pressure spring, stop disc and conical ring.



Note

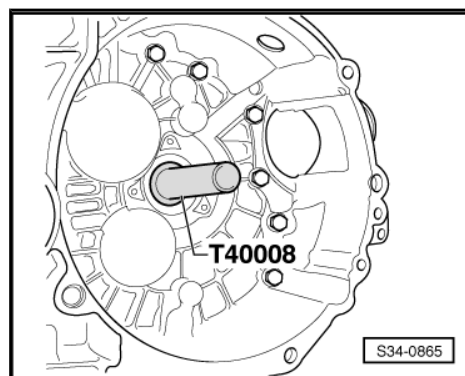
For gearboxes as of production date 11/2004, the rigid shaft on the right was replaced by a flange shaft.



Continued for all gearboxes

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- Drive in the gasket ring for the drive shaft.
- Install slave cylinder with release bearing
⇒ **"2.3 Remove and install slave cylinder with clutch release bearing", page 82** .
- Shift through all gears consecutively.

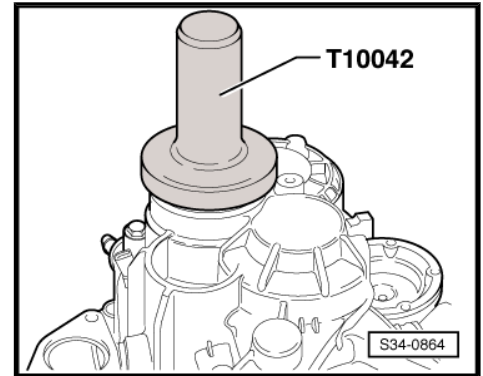


- Drive in cap into the gearbox housing up to the stop of the thrust piece - T10042- .
- Remove gearbox from assembly stand.

All-wheel drive

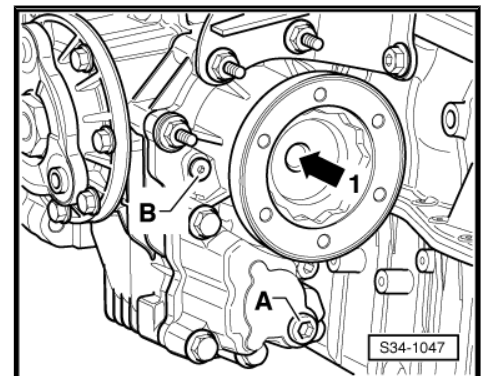
Install angle gearbox as follows at the manual gearbox:

- For a manual gearbox, lightly grease the serration splines on the differential with grease for serration splines - G 000 100- .
- Push angle gearbox fully onto the manual gearbox. while doing so slowly turn the flange shaft (carefully press angle gearbox onto gearbox up to stop).



Note

- ◆ *Do not pull angle gearbox with the fixing screws against the gearbox, otherwise the angle gearbox can tilt and the fixing eyes can break off.*
- ◆ *Tighten gearbox/angle gearbox connecting screws crosswise (always replace screws ⇒ Electronic Catalogue of Original Parts).*
- Attach angle gearbox to gearbox and tighten connecting screws crosswise to tightening torque
⇒ [“6.4.2 All-wheel drive”, page 248](#) Pos. 17.
- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- to tightening torque
⇒ [“6.4.2 All-wheel drive”, page 248](#) Pos. 16.



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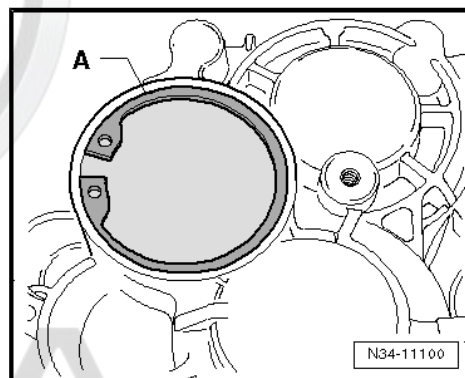


6.6 Mounting sequence as of production date 21/01/2008 (gearbox with circlip A for the cap/drive shaft)

Removing and installing the gearbox housing, shift mechanism, drive shaft, output shafts, differential gear, gear shift rods and angle gearbox

Special tools and workshop equipment required

- ◆ Thrust washer - MP3-412 (VW 455)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Extractor - MP3-425 (30-211A)-
- ◆ Assembly stand - MP9-101-
- ◆ Socket - T10107A-
- ◆ Thrust piece - T10143-
- ◆ Thrust piece - T10298-
- ◆ Gearbox mount - T30108-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Pressure spindle - T40008-
- ◆ Separating tool e. g. -VAS 251 407- or -Kukko 17-0-
- ◆ Hot-air blower
- ◆ Catch pan
- ◆ Ring bolt - 3368-
- ◆ Sealant - AMV 188 200 03-
- ◆ Grease for splines - G 000 100-



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Gearbox with circlip -A- for the cap/drive shaft



Note

- ◆ *The gearboxes produced during the period from 24/08/2011 to 30/08/2011 (⇒ ["1.1 Location on the gearbox", page 1](#)) and during the period from 07/09/2011 to 08/09/2011 (⇒ ["1.1 Location on the gearbox", page 1](#)) are equipped with a cap for drive shaft 02Q.301.211.A. In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced ⇒ ["6.6.1 Disassembling gearbox", page 263](#) . Assignment ⇒ *Electronic Catalogue of Original Parts* .*
- ◆ *Cap for drive shaft made of sheet metal or plastic*
⇒ [page 266](#)
- ◆ *Cap for drive shaft made of sheet metal: secured with circlip*
- ◆ *Cap for drive shaft made of plastic: no circlip*
- ◆ *Assign components ⇒ *Electronic Catalogue of Original Parts**

6.6.1 Disassembling gearbox

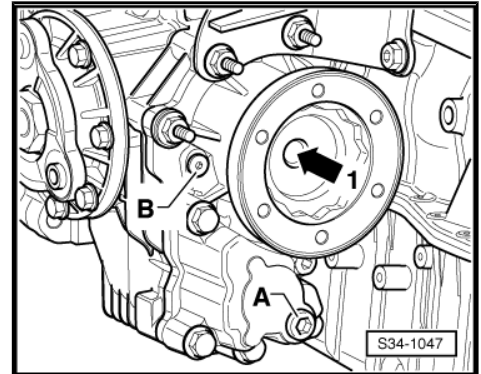
All-wheel drive

- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .

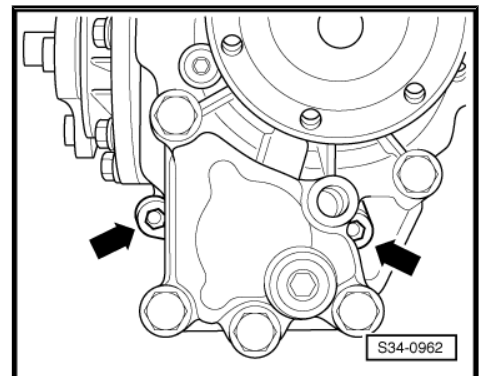


Note

The right flange shaft remains in the angle gearbox.



- Unscrew the bottom engine/gearbox connecting screws -arrows-.

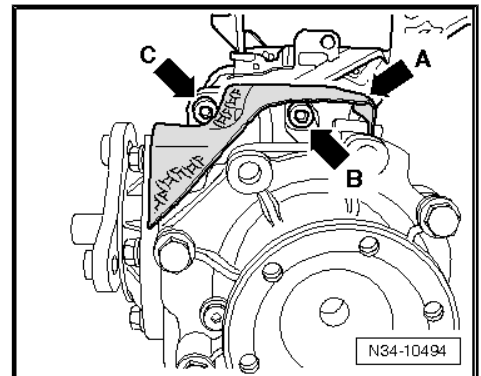


On certain vehicles a heat shield -arrow A- is located on the top side of the angle gearbox.

The screw -arrow B- is accessible below the heat shield.

The screw -arrow C- is accessible above the heat shield.

- Carefully press off angle gearbox from gearbox, while doing so secure it against falling.



Continued for all gearboxes



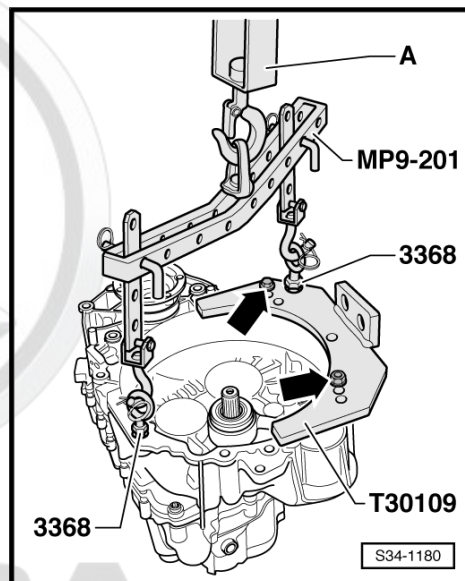
Note

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorized by the copyright owner. **Before disassembling the gearbox first the gearbox mount - T30109 (VW 353)- should be secured to the gearbox** © 2018 SKODA AUTO A. S.
⇒ [page 264](#) .



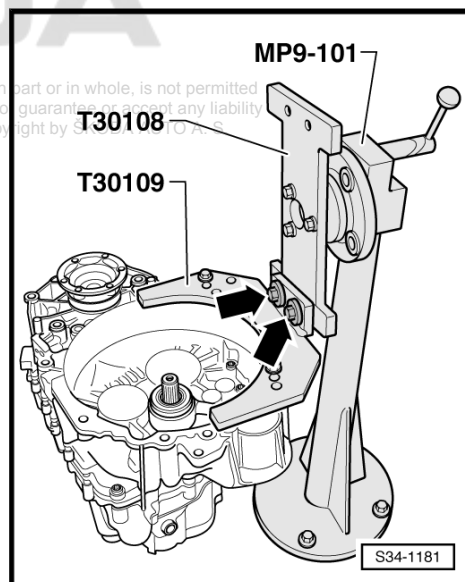
Secure the gearbox mount - T30109 (VW 353)- to the gearbox.

- Secure the ring bolts - 3368- to the flange of the gearbox housing and at the gearbox mount - T30109 (VW 353)- .
- Then hook the lifting device - MP9-201 (2024 A)- into the ring bolts - 3368- .
- Subsequently raise the gearbox with a workshop crane . e.g. -VAS 6100- at the assembly stand - MP9-101- .



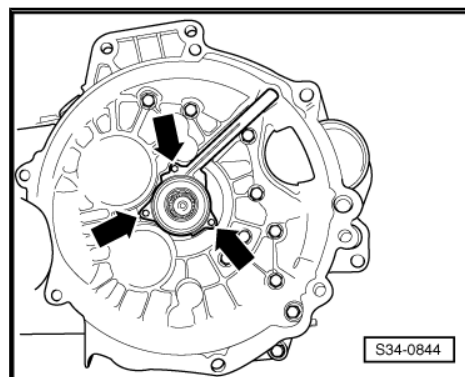
- Attach gearbox to assembly stand - MP9-101- .
- Place catch pan underneath.
- Drain out gear oil.

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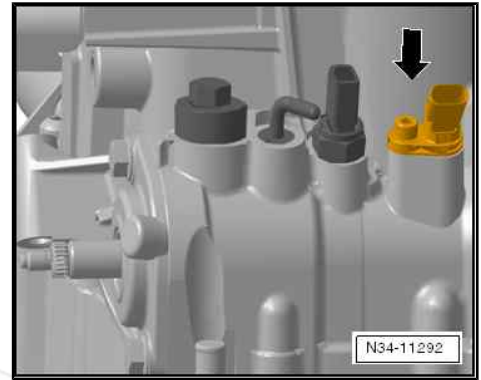
- Remove slave cylinder with release bearing -arrows-.

Only for vehicles with start-stop system



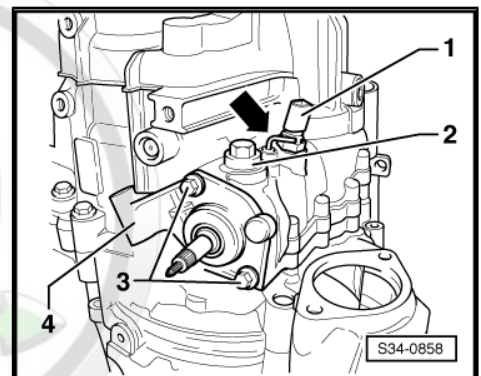
- Remove transmission neutral sender - G701- -arrow-.

Continued for all gearboxes



Make sure that the gearshift shaft is not blocked by the locking angle -arrow-.

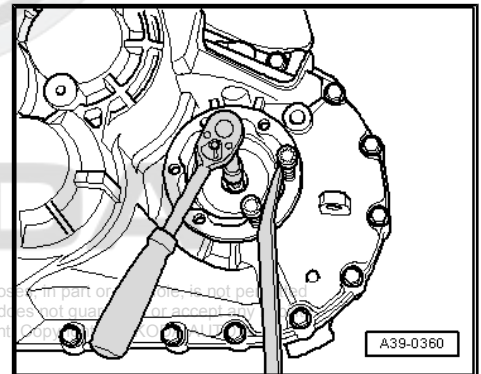
- Put the gearshift shaft into Neutral.
- Remove switch for reversing lights - F4- -1-.
- Unscrew locking screw -2-.
- Unscrew bolts -3-.
- Pull the gearshift shaft -4- out of the gearbox housing.



- Release the fixing screw for the left flange shaft. to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove flange shaft together with pressure spring.

Front-wheel-drive

- Release the fixing screw for the right flange shaft. to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove flange shaft together with pressure spring.



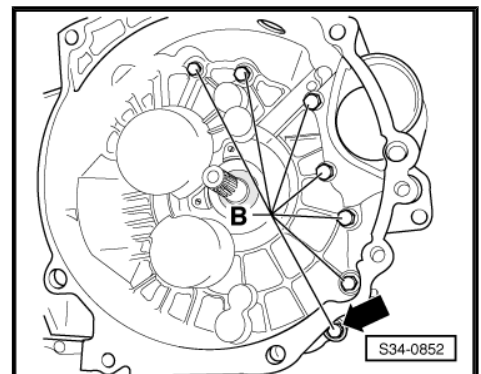
Continued for all gearboxes

- Unscrew screws -B-. that serve to secure the gearbox housing from the clutch housing.



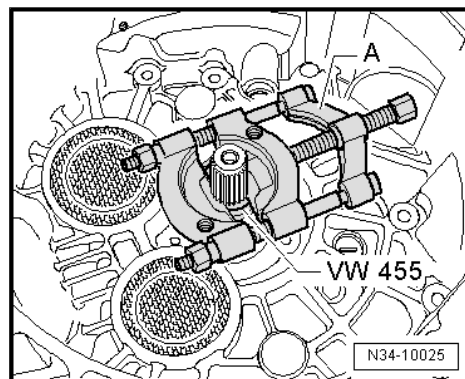
Note

The bolt -arrow- is outside the mounting flange. The bolt is fitted with a washer.





- Interlock the drive shaft by fitting the press-on sleeve - VW 455 (MP3-412)- via the drive shaft onto the clutch housing.

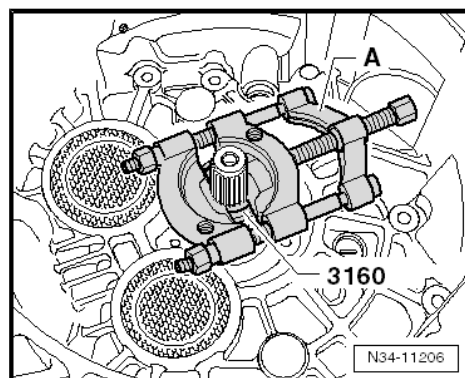


Note

If needed, replace the press-on sleeve - VW 455 (MP3-412)- with the guide sleeve - 3160 (T30102)- so that the push-off device -A- can be tensioned behind the serration spline on the input shaft.

- Tighten the separating device -A-, e.g. -VAS 251 407- or -Kukko 17-0- behind the splints of the drive shaft.

While doing so the reverse side of the separating device must rest on the insertion bushing - VW 455 (MP3-412)- or on the bushing - 3160 (T30102)- with no play.

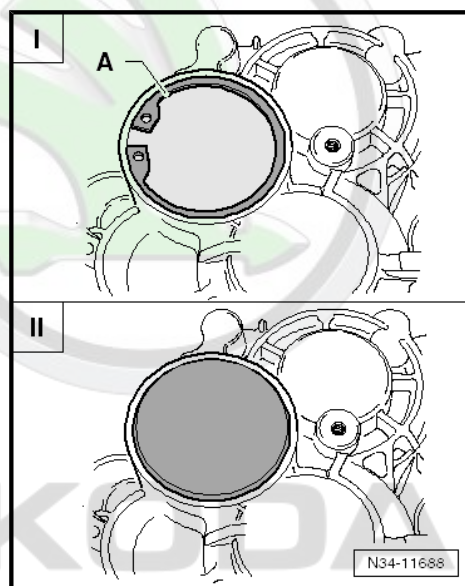


Note

- ◆ *There are caps for drive shafts made of sheet metal and of plastic.*
- ◆ *The gearboxes produced during the period from 24/08/2011 to 30/08/2011 (⇒ ["1.1 Location on the gearbox", page 1](#)) and during the period from 07/09/2011 to 08/09/2011 (⇒ ["1.1 Location on the gearbox", page 1](#)) are equipped with a cap for drive shaft 02Q.301.211.A. In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced. Assignment ⇒ *Electronic Catalogue of Original Parts* .*

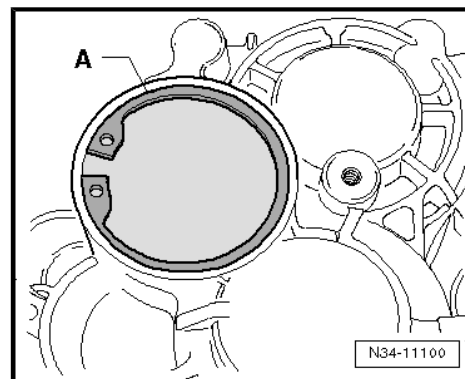
There is no circlip -A- on the cap for the plastic drive shaft.

- ◆ -I- = Cap for drive shaft made of sheet metal: secured with circlip-A-
- ◆ -II- = Cap for drive shaft made of plastic: without circlip

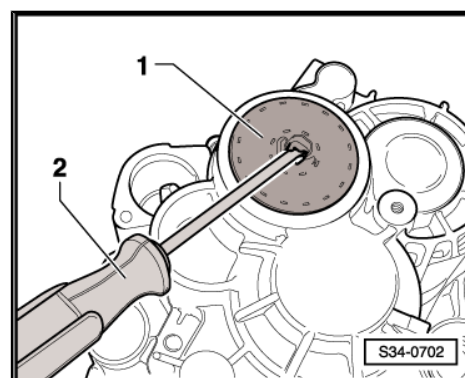


Sheet metal cap

- Remove circlip -A- for the cap/drive shaft.

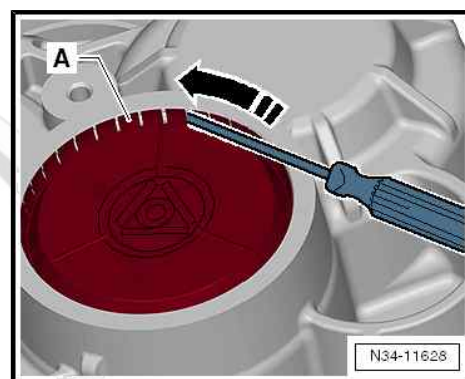


- Push the rubber through the middle of the cap -1- using a screwdriver .
- Carefully lever up the cap from the gearbox housing using the screwdriver -2-.



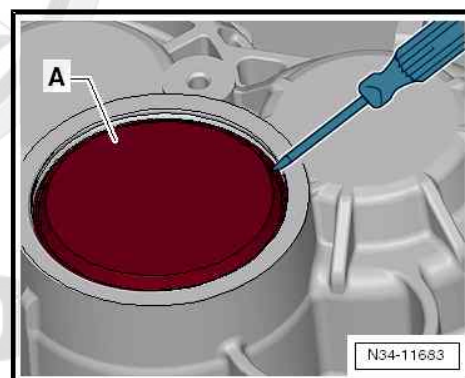
Plastic cap

Release all locks -A- carefully. Do not damage the gearbox.



- Pry out cap -A-.
- Check that all the individual parts of the cap have been removed.

Continued for all versions

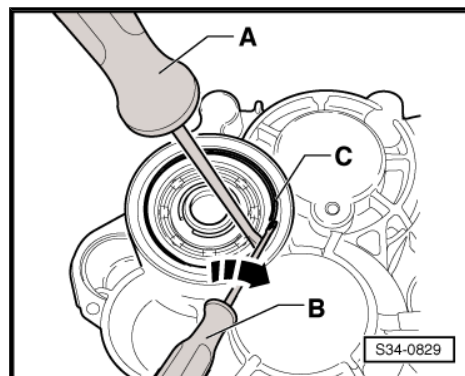


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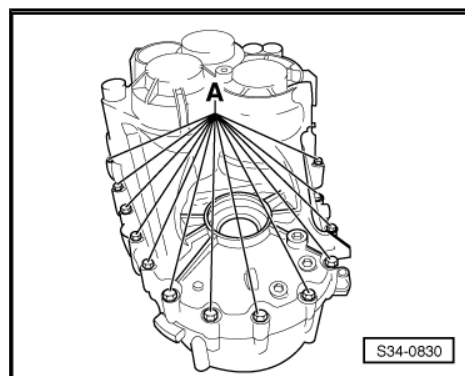


Remove the circlip -C- from the grooved ball bearing of the drive shaft/gearbox housing as follows:

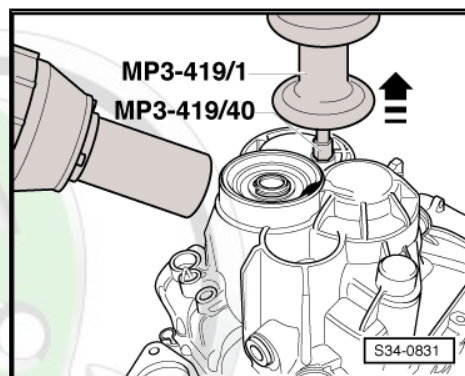
- with the screw driver -A- hold one end of the circlip.
- With the screw driver -B- lever the other end out of the slot of the grooved ball bearing -direction of arrow-.
- Move screwdriver -B- around, levering out the circlip step by step.



- Remove the fixing screws -A- for the gearbox housing on the clutch housing.



- Screw adapter - MP3-419/40- into the threaded hole of the gearbox housing.
- Heat the gearbox housing with the hot-air blower at the bearing assembly for grooved ball bearing/drive shaft to about 100°C for around 10 minutes.
- Remove the gearbox housing from the clutch housing using the multi-purpose tool - MP3-419/1- -direction of arrow-.

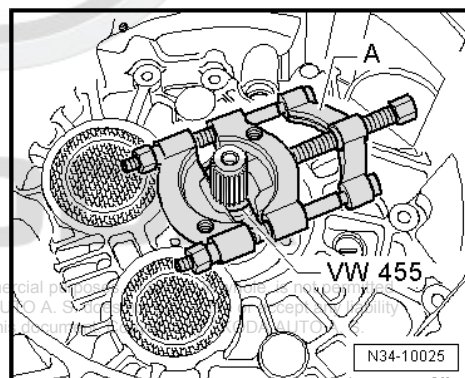


Note

If necessary carefully release with assembly lever alternatively from the projecting housing lands and make sure the sealing surfaces are not damaged in the process.

- Remove the separating device -A- and the insertion bushing - VW 455 (MP3-412)- or the separating sleeve - 3160 (T30102)- from the drive shaft.

For the removal of the shafts from the clutch housing a second mechanic is required.



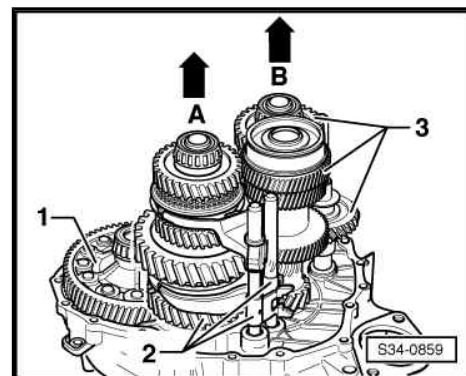
Protected by copyright. Copying for private or commercial purposes without the written permission of ŠKODA AUTO A. S. is prohibited. ŠKODA AUTO A. S. does not accept any liability with respect to the correctness of information in this document.

- Lift the differential gear -1- with the left hand. With the right hand lift output shaft gears 1 through 4 together with gear shift rods -2- -arrow A-.
- At the same time the 2nd mechanic lifts the drive shaft, the reverse shaft and the output shaft 5th/6th gear -3- together with the gear shift rods out of the clutch housing -arrow B-.



Note

If necessary the differential gear can be placed again in the clutch housing after lifting the shafts.



- Removing gasket ring for drive shaft.



Note

The grooved ball bearing on the drive shaft must always be replaced

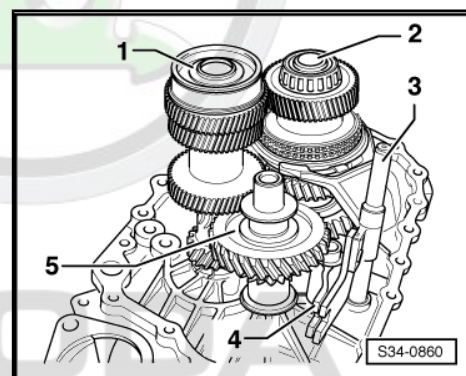
⇒ "1.1 Disassembling and assembling the drive shaft", page 308 .

6.6.2 Assembling gearbox

- A new grooved ball bearing must be pressed onto the drive shaft
⇒ "1.1 Disassembling and assembling the drive shaft", page 308 .

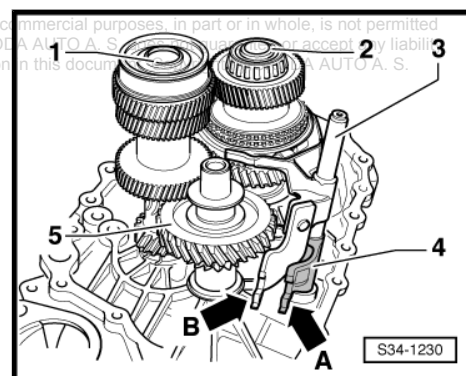
Gearbox up to 05/2009

- Insert the drive shaft -1-, the output shaft 5th/6th gear -2- together with gear shift rod -3-, shift fork -4- and reverse shaft -5-.



Gearbox as of 06/2009

- Locate the shift fork for reverse gear -4- and the shift fork for 5th and 6th gear -3- in installation position ⇒ page 269 .
- Insert the drive shaft -1-, the output shaft 5th/6th gear -2- together with gear shift rod -3-, shift fork -4- and reverse shaft -5-.
- The shift gate -arrow A- of the reverse gear shift fork points to the outer side of the gearbox. The shift gate -arrow B- of the 5th/6th gear shift rod must point to the inner side of the gearbox.



Continued for all gearboxes



- Insert differential gear -1-.
- Take the output shaft gears 1 through 4 -3- with the gear shift rods -4- in the right hand as shown.
- Slightly lift the differential gear with the left hand.
- At the same time the 2nd mechanic lifts the drive shaft. the output shaft 5th/6th gear and reverse gear -2- together with the reverse shaft.
- Insert the output shaft gears 1 through 4 in -the direction of the arrow-.

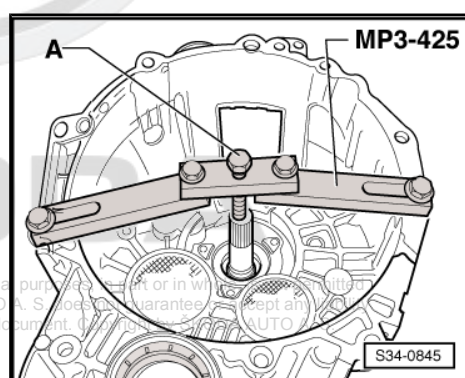
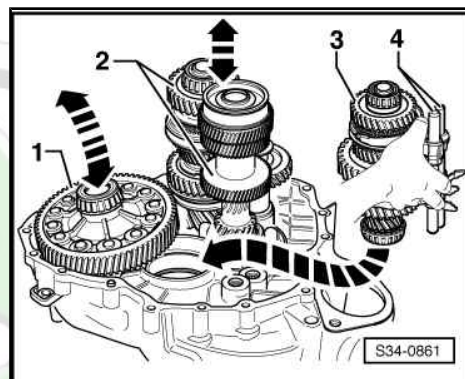
The serrations of the drive shaft, output shafts and final drive/differential gear must be in mesh.

- Place the shafts and the differential gear in their bearing assembly.
- Secure the supporting bridge - MP3-425- for drive shaft to the clutch housing.

**Note**

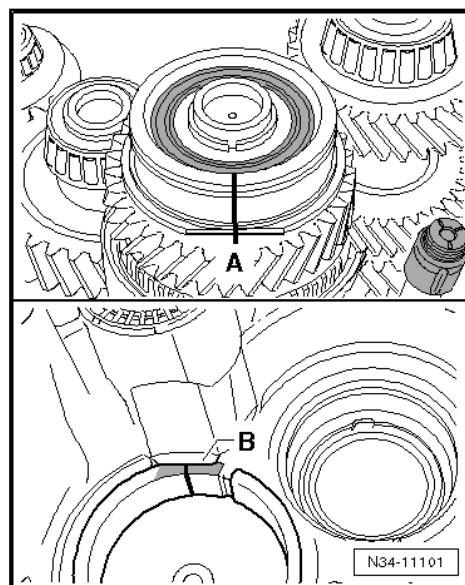
To provide a clearer illustration, the clutch housing is shown at an angle of 180°.

- Screw in screw -A- until the drive shaft is lifted slightly.

**The grooved ball bearing/drive shaft only fits in one position in the gearbox housing**

There is one flattened part on the deep groove ball bearing/input shaft and on the bearing support for the deep groove ball bearing in the gearbox housing.

- If the flattened parts -A- and -B- are present, a washer must not be inserted above and below the grooved ball bearing/drive shaft
⇒ ["1.2 Modifications in the area of the grooved ball bearing/drive shaft \(Octavia II\)", page 313](#).
- The flattened parts -A- on the deep groove ball bearing and on the bearing support -B- in the gearbox housing must be aligned.
- Mark these flattened parts in different colours.
- Transfer the marks onto the upper area of the grooved ball bearing and onto the upper area of the bearing support of the gearbox housing (⇒ next figure).
- Heat the gearbox housing with the hot-air blower in the area of the bearing assembly for grooved ball bearing/drive shaft to 100 °C for approx. 10 minutes.



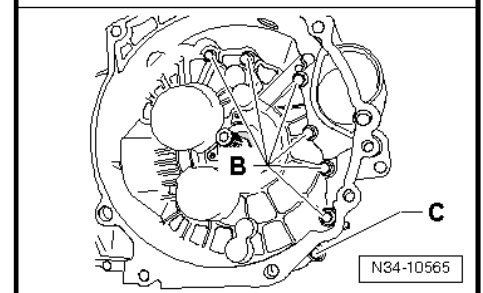
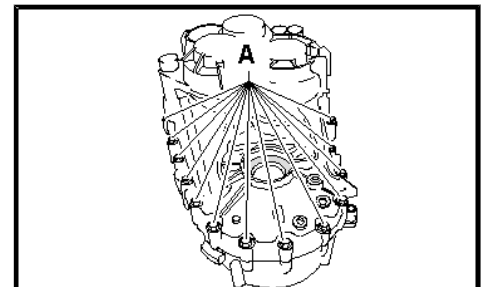
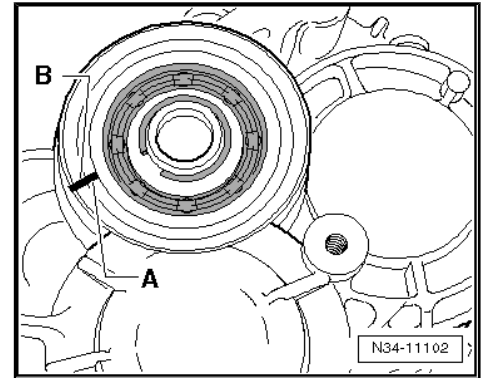
**Note**

- ◆ *Warming up is necessary so that the grooved ball bearing is not damaged when installing the gearbox housing.*
- ◆ *Apply sealant - AMV 188 200 03- uniformly on the sealing surface of the clutch housing.*
- ◆ *Align the mark on the deep groove ball bearing -A- with the mark on the gearbox housing -B- and locate the gearbox housing.*

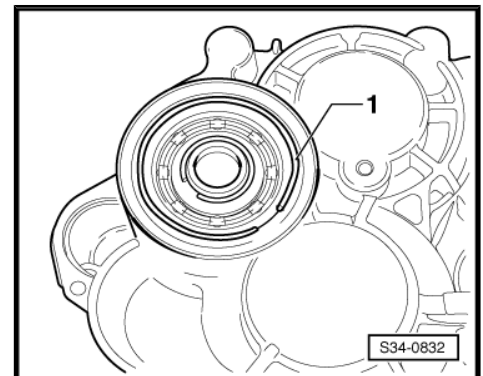
- Tighten new screws -A-, -B-, and -C- for the gearbox housing at the clutch housing to the required tightening torque.

Assignment of screws:

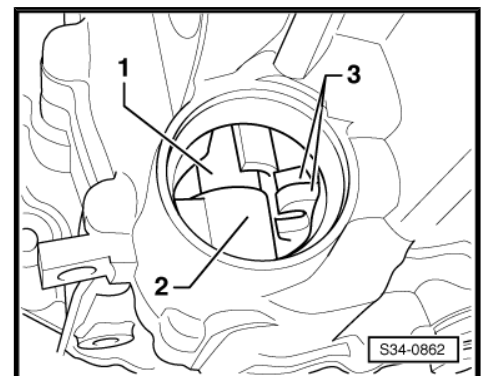
- A - Screw with captive washer
- B - Screw without washer
- C - Screw with captive washer



- Install circlip -1- for grooved ball bearing/drive shaft.
- Remove supporting bridge - MP3-425- for drive shaft.
- In case the serrated sleeve for the gearshift shaft was removed, drive it in with the drift
⇒ **"7.2 Repairing gearbox housing", page 278** up to the stop of the tool.
- Turn the gearbox with the opening for the gearshift shaft in the assembly stand upwards.



- Insert the gearshift shaft -1- into the bottom bearing -2- and into the gearshift forks -3-. The cap in the illustration is removed for purposes of clear presentation.



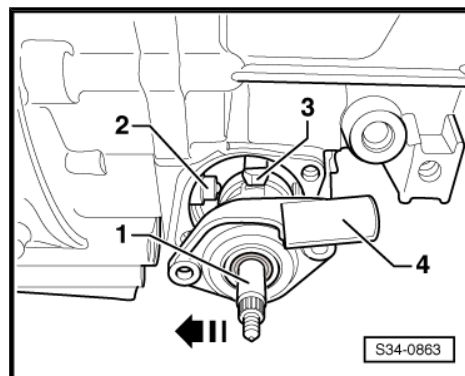


- Press the gearshift shaft -1- against the serrated sleeve -2- -direction of arrow- and guide with the shift finger -3- through the gearshift forks up to the stop downwards.
- The gearshift cover -4- must be positioned at the same time parallel to the screw-on surface at the gearbox housing.
- It must be possible to move the gear shift shaft easily in the selector movement (upwards and downwards).



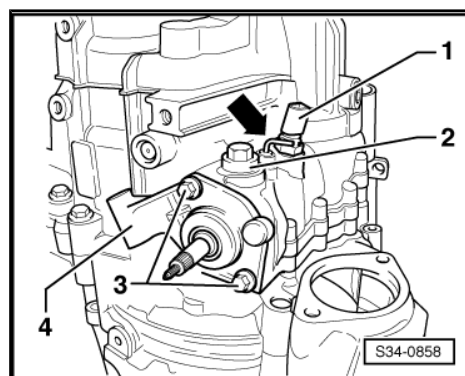
Note

If the gearshift cover is positioned obliquely to the screw-on surface. the gearshift shaft is not inserted into the bottom bearing.



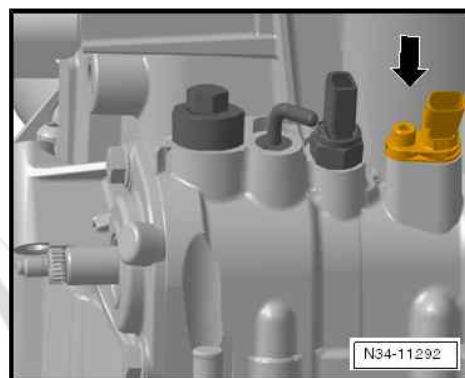
- Tighten screws -3- for the cover/gearshift shaft -4-.
- Screw in locking screw -2- at the same time the locking angle -arrow- must be laid out.
- Install switch for reversing lights - F4- -1-.

Only for vehicles with start-stop system



- Install transmission neutral sender - G701- -arrow-.

Continued for all gearboxes

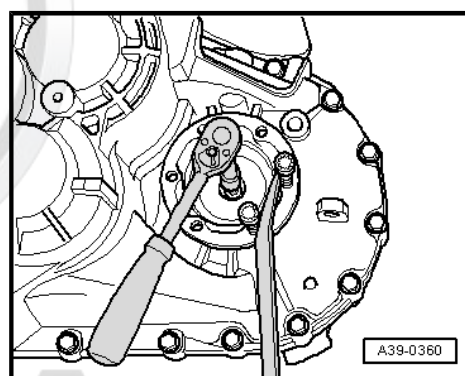


- Install left flange shaft with pressure spring. stop disc and conical ring.

Front-wheel-drive

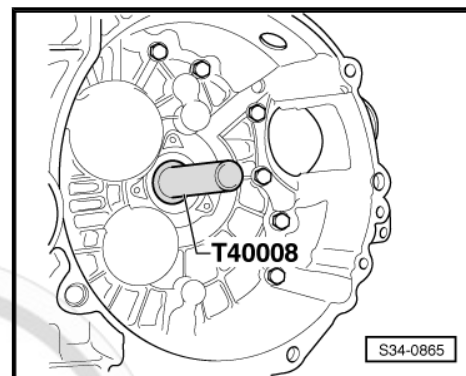
- Install right flange shaft with pressure spring. stop disc and conical ring.

Continued for all gearboxes



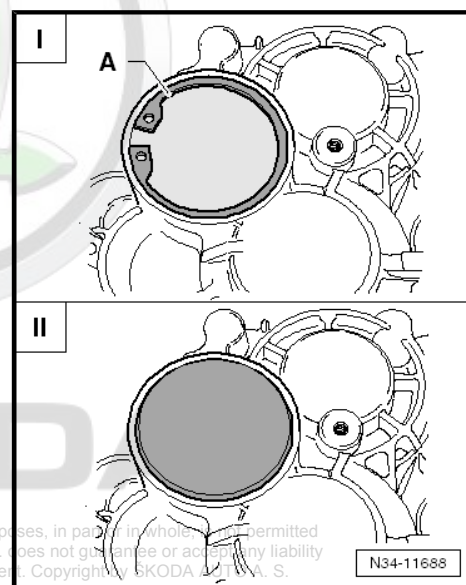
- Drive in the gasket ring for the drive shaft.
- Install slave cylinder with release bearing
⇒ [“2.3 Remove and install slave cylinder with clutch release bearing”, page 82](#) .
- Shift through all gears consecutively.
- Install the cap as follows:

The gearboxes produced during the period from 24/08/2011 to 30/08/2011 (⇒ [“1.1 Location on the gearbox”, page 1](#)) and during the period from 07/09/2011 to 08/09/2011 (⇒ [“1.1 Location on the gearbox”, page 1](#)) are equipped with a cap for drive shaft 02Q.301.211.A. In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced. Assignment ⇒ Electronic Catalogue of Original Parts .



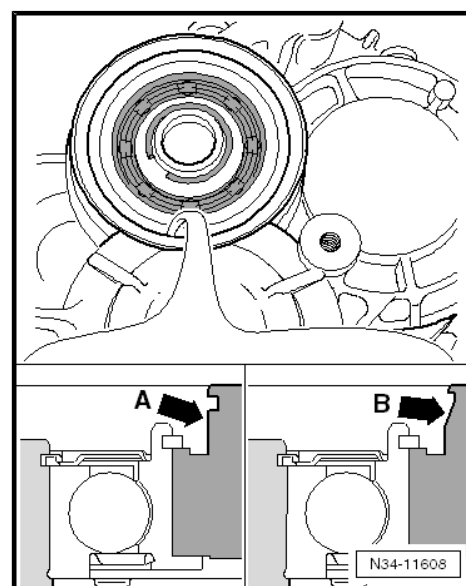
Differentiation of the cap

- I- = cap made of sheet metal, secured with circlip -A-
- II- = cap made of plastic without circlip



Allocation

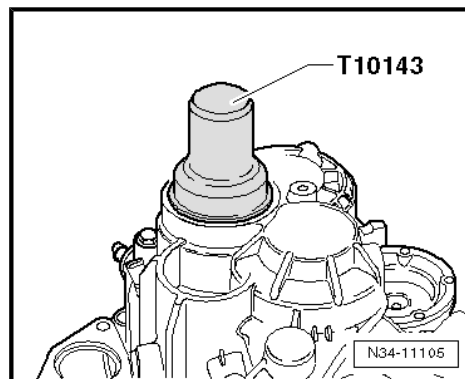
Mounting area for cap	Screw cap	inserting
-Arrow A- = vertical	made of sheet metal	⇒ page 274
-Arrow B- = in-clined	out of plastic	⇒ page 274



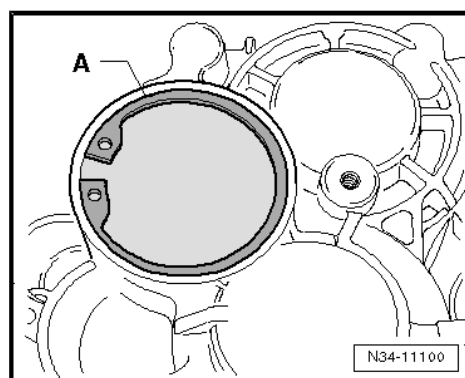


Sheet metal cap

- Drive the cap into the gearbox housing up to the stop.



- Secure cap with circlip -A-.



Plastic cap

- Drive the cap into the gearbox housing up to the stop.

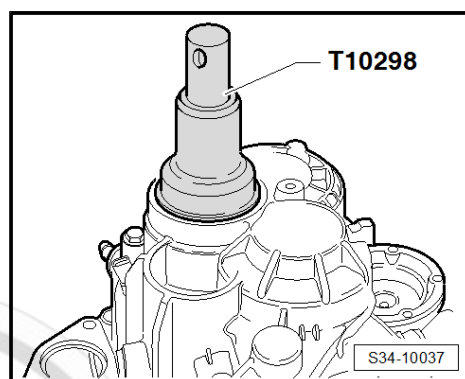
Continued for all versions

- Be sure to use the proper cap ⇒ [page 273](#) .
- Improper installation may cause leakage.
- Assign caps ⇒ Electronic Catalogue of Original Parts .

All-wheel drive

Install angle gearbox as follows at the manual gearbox:

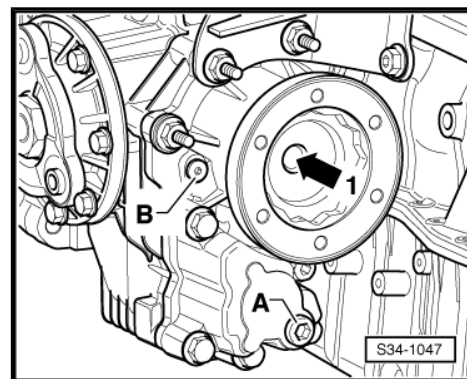
- For a manual gearbox, lightly grease the serration splines on the differential with grease for serration splines - G 000 100- .
- Push angle gearbox fully onto the manual gearbox. while doing so slowly turn the flange shaft (carefully press angle gearbox onto gearbox up to stop).



Note

- ♦ *Do not pull angle gearbox with the fixing screws against the gearbox, otherwise the angle gearbox can tilt and the fixing eyes can break off.*
- ♦ *Tighten gearbox/angle gearbox connecting screws crosswise (always replace screws ⇒ Electronic Catalogue of Original Parts).*
- Attach angle gearbox to gearbox and tighten connecting screws crosswise to tightening torque
⇒ [“6.4.2 All-wheel drive”, page 248](#) Pos. 17.

- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- to tightening torque
⇒ ["6.4.2 All-wheel drive", page 248](#) Pos. 16.



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7 Repairing gearbox housing

⇒ ["7.1 Summary of components - Gearbox housing", page 276](#)

⇒ ["7.2 Repairing gearbox housing", page 278](#)

7.1 Summary of components - Gearbox housing

1 - Gearbox housing

- ☐ When replacing: adjust the output shafts and the differential
⇒ ["2 Setting overview", page 370](#)
- ☐ Modifications in the area for the grooved ball bearing/drive shaft
⇒ ["1.1 Disassembling and assembling the drive shaft", page 308](#)
- ☐ assign components via
⇒ Electronic Catalogue of Original Parts

2 - Cover

- ☐ removing ⇒ [page 278](#)
- ☐ drive in ⇒ [page 278](#)

3 - Oil drain plug

- ☐ pay attention to different versions ⇒ [page 245](#)
- ☐ Internal serration screw. 45 Nm
- ☐ Allan screw. 30 Nm

4 - Sealing ring

- ☐ if present. always replace ⇒ Electronic Catalogue of Original Parts

5 - Oil filler plug

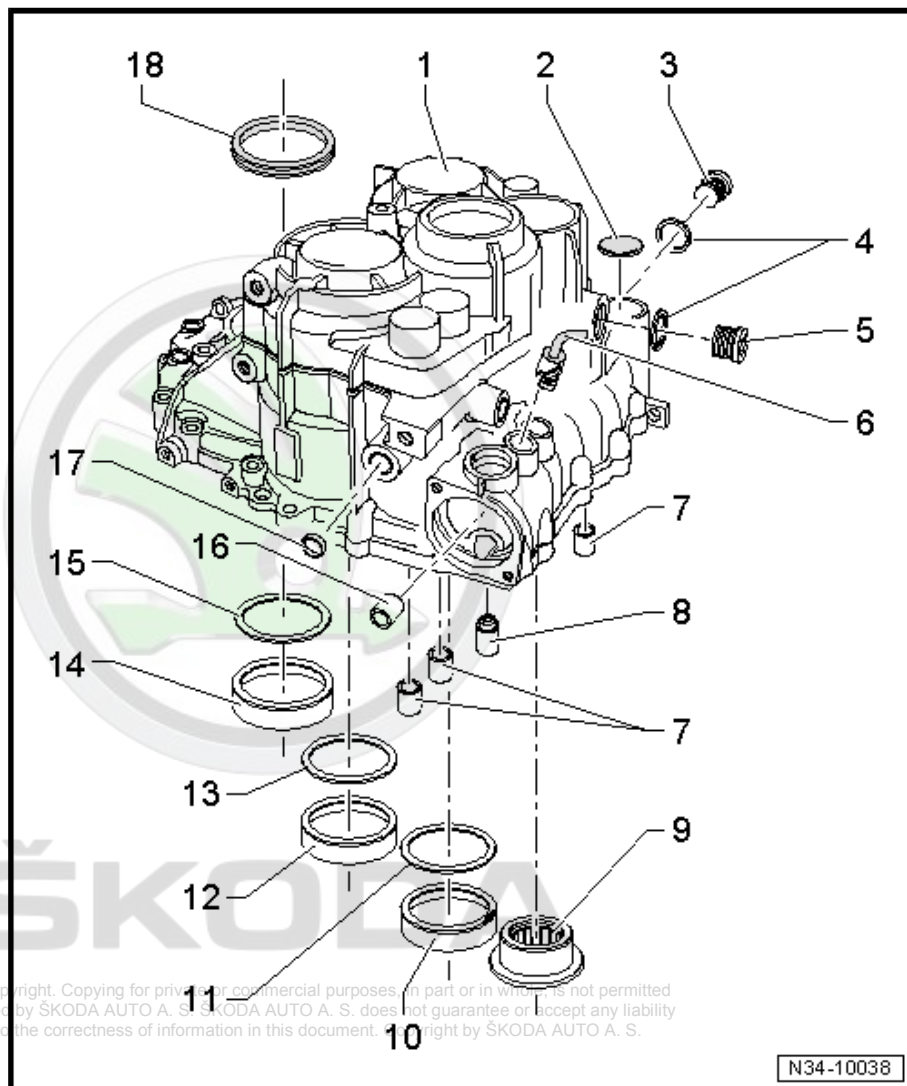
- ☐ pay attention to different versions ⇒ [page 245](#)
- ☐ Internal serration screw. 45 Nm
- ☐ Allan screw. 30 Nm

6 - Locking angle

- ☐ for setting the gearshift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)
- ☐ can be replaced without disassembling gearbox
- ☐ removing ⇒ [page 279](#)
- ☐ Fitting position ⇒ [page 279](#)
- ☐ drive in ⇒ [page 279](#)

7 - Bushing

- ☐ for selector rods
- ☐ removing ⇒ [page 279](#)
- ☐ drive in ⇒ [page 280](#)



8 - Serrated sleeve

- ☐ press out with gearbox disassembled ⇒ [page 280](#)
- ☐ drive out without disassembling gearbox ⇒ [page 280](#)
- ☐ Difference between serrated sleeves ⇒ [page 280](#)
- ☐ Drive in serrated sleeve with shoulder ⇒ [page 281](#)
- ☐ Drive in serrated sleeve without shoulder ⇒ [page 281](#)

9 - Needle bushing

- ☐ for reverse shaft
- ☐ replace after each disassembly ⇒ electronic catalogue of original parts
- ☐ removing ⇒ [page 281](#)
- ☐ inserting ⇒ [page 281](#)

10 - Outer ring/tapered-roller bearing

- ☐ For output shaft 5th/6th and reverse gear
- ☐ Removing and installing
⇒ ["3.1 Disassembling and assembling output shaft 5th/6th gear and reverse gear", page 335](#)
- ☐ When replacing: adjust the output shaft 5th/6th and reverse gear
⇒ ["3.2 Adjusting output shaft 5th. 6th gear/reverse gear", page 342](#)

11 - Adjusting washer

- ☐ For output shaft 5th/6th and reverse gear
- ☐ Setting overview ⇒ ["2 Setting overview", page 370](#)

12 - Outer ring/tapered-roller bearing

- ☐ for output shaft gears 1 through 4
- ☐ Removing and installing
⇒ ["2.1 Disassembling and assembling output shaft gears 1 through 4", page 315](#)
- ☐ When replacing: adjust the output shaft gears 1 to 4
⇒ ["2.3 Setting output shaft gears 1 through 4", page 331](#)

13 - Adjusting washer

- ☐ for output shaft gears 1 through 4
- ☐ Setting overview ⇒ ["2 Setting overview", page 370](#)

14 - Outer ring/tapered-roller bearing

- ☐ for differential
- ☐ Removing and installing ⇒ ["3 Differential", page 371](#)
- ☐ when replacing, adjust the differential gear ⇒ ["3.7 Adjusting the differential", page 388](#)

15 - Adjusting washer

- ☐ for differential
- ☐ Setting overview ⇒ ["2 Setting overview", page 370](#)

16 - Bushing

- ☐ for the gearshift shaft
- ☐ removing ⇒ [page 281](#)
- ☐ drive in ⇒ [page 282](#)

17 - Plug

- ☐ drive out with drift
- ☐ drive in ⇒ [page 282](#)

18 - Sealing ring

- ☐ Replace ⇒ ["1 Replacing gasket rings for flange shaft or rigid shaft with gearbox installed", page 347](#)



7.2 Repairing gearbox housing

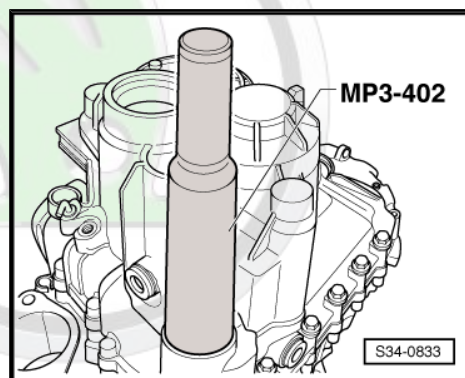
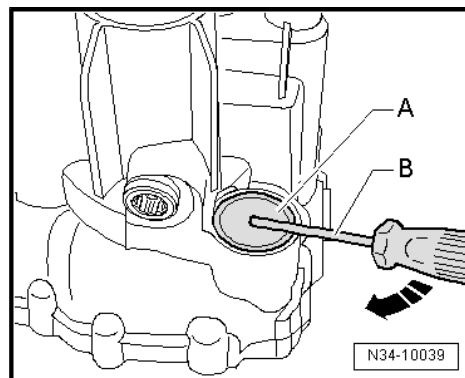
Special tools and workshop equipment required

- ◆ Thrust washer - MP3-402 (VW 244B)-
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Thrust piece - MP3-420 (3124)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Guide piece - MP3-454 (VW 439)-
- ◆ Pipe section - MP3-4012 (VW 416B)-
- ◆ Gearbox mount - T30027 (VW 801)-
- ◆ Guide bolt - T30074 (10 - 15)-
- ◆ Pressure spindle - T30083 (3264)-
- ◆ Assembly tool - T30100 (3290)-
- ◆ Mandrel - T10168-
- ◆ Drift - T10169- or drift - T10362- ➔ [page 280](#)
- ◆ Pressure spindle - T10203-
- ◆ Interior extractor 14 up to 19 mm , e.g. -VAS 251 605- or -Kukko 21-2-
- ◆ Interior extractor 20 up to 30 mm , e.g. -VAS 251 609- or -Kukko 21-4-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

Removing cap -A-

- Push the rubber through the middle of the cap using a screw-driver -B- and lever out the cap -direction of arrow-.

Drive in cap up to the stop

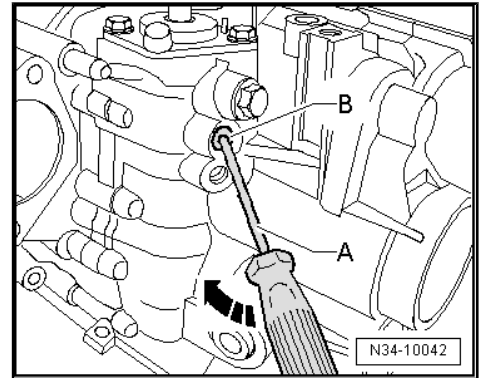


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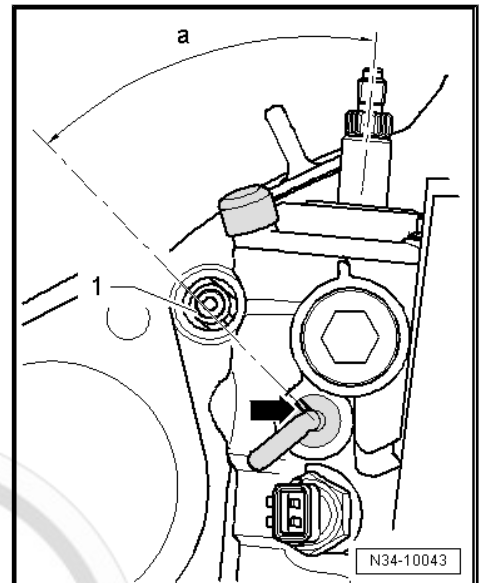
Removing locking angle for gearshift shaft

- Pull off the outer part of the locking bracket in unlocked position.
- Insert a screwdriver -A- in the hole of the locking angle -B-.
- Lever out inner part of locking angle in the direction of the arrow-.



Fitting position of locking angle

- The marking on the locking angle -arrow- must point to the connection of the slave cylinder -1-.
- The dimension -a- must be approx. 45°.

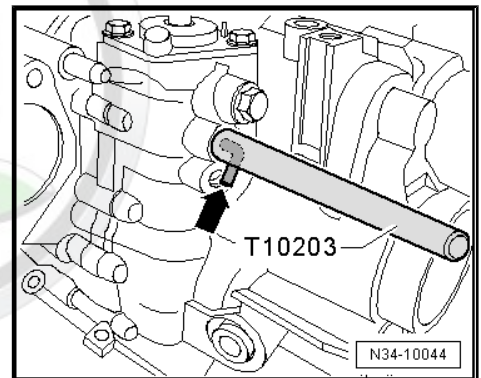


Drive in locking angle -arrow- for gearshift shaft up to the stop of the tool



Note

Locking angle must be released during drive-in procedure.



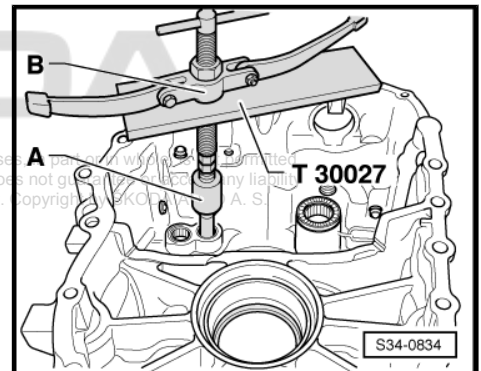
Remove bushing for gear shift rod

- A - Interior extractor , e.g. -VAS 251 605- or -Kukko 21-2-
- B - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-



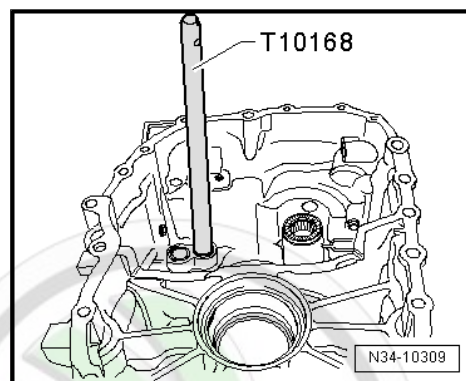
Note

After removing the bushing check for damage. if necessary replace.



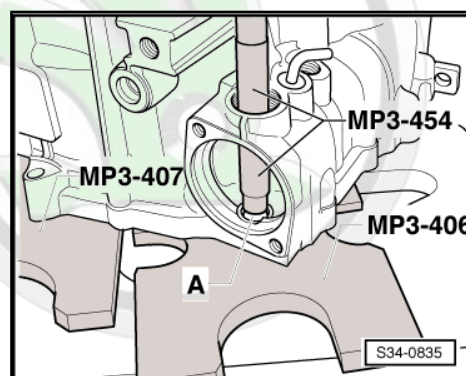


Drive in the bushing for the shift rod up to the stop of the tool



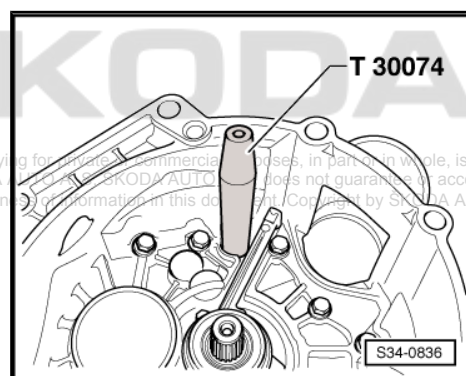
Press serrated sleeve -A- out of gearbox housing

- Position the gearbox housing on the pressure plates - MP3-406- and -MP3-407- in such a way that the dowel sleeves in the gearbox housing are not damaged.



Drive out serrated sleeve without disassembling gearbox with guide bolts - T30074-

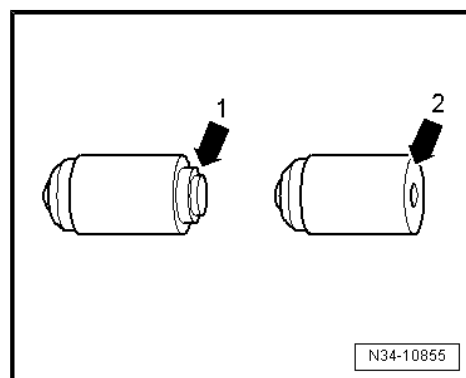
- First remove locking screw and gearshift shaft.
- Turn the gearbox in such a way that the serrated sleeve does not fall into the gearbox.



Difference between serrated sleeves

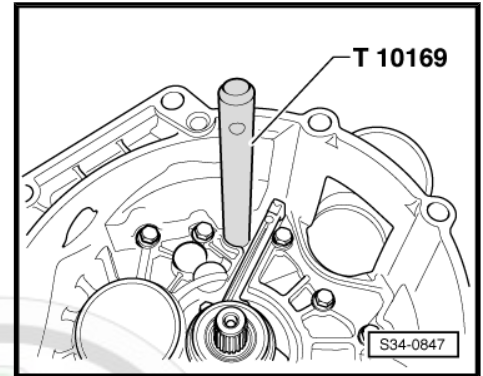
A serrated sleeve can be fitted with shoulder -arrow 1- ➔ [page 281](#) and without shoulder -arrow 2- ➔ [page 281](#) .

Assign components via the ➔ Electronic catalogue of original parts .



Drive in serrated sleeve up to the stop of the tool

- A - Drive in serrated sleeve with shoulder. drift - T10169- .
- B - Drive in serrated sleeve without shoulder. drift - T10362- .
- Gearbox housing screwed to clutch housing.



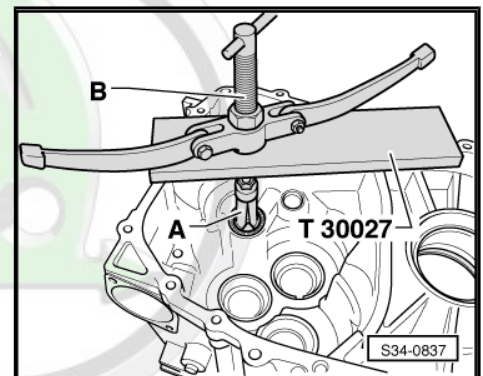
Pull needle bushing for reverse shaft out of the gearbox housing

- A - Interior extractor , e.g. -VAS 251 609- or -Kukko 21-4-
- B - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-



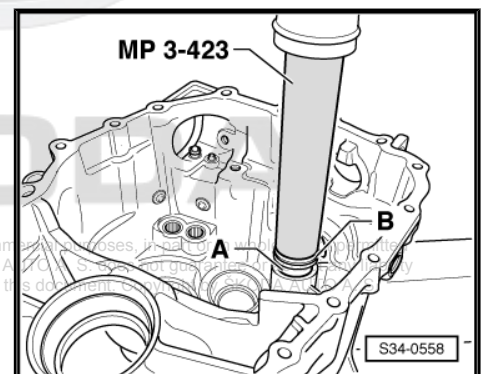
Note

The needle bushing is damaged when removed and must be replaced.



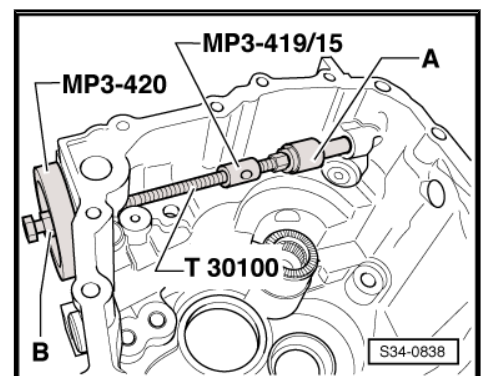
Pressing in needle bushing -A- in the gearbox housing

- During press-in procedure. position the thrust washer -A- of the reverse shaft onto the needle bushing.
- Support the gearbox housing with a pipe section - MP3-4012- directly below the bearing support.



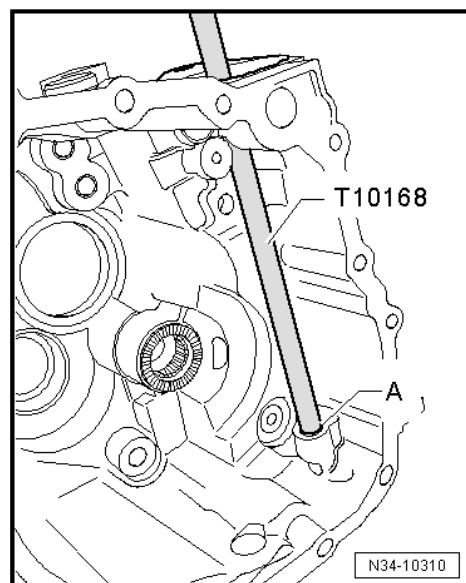
Remove bushing for gearshift shaft

- Hold spindle of assembly device - T30100- and turn nut -B-.
- A - Interior extractor , e.g. -VAS 251 605- or -Kukko 21-2-



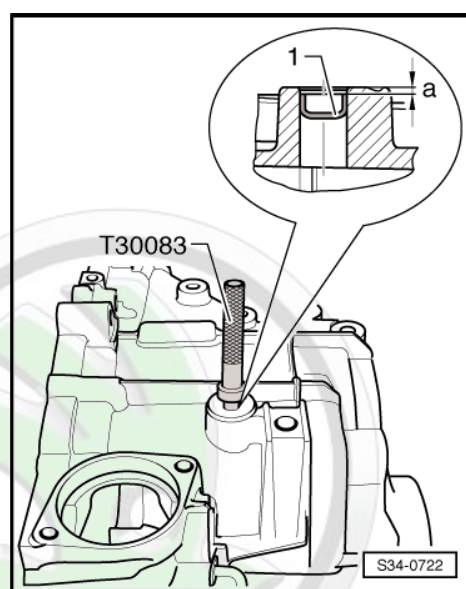


Drive in the bushing -A- for the gearshift shaft up to the stop of the tool



Driving in plug

- Drive in plug -1- with the mandrel - T30083- to the dimension -a- = approx. 3 mm below the upper edge of the housing.



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8 Repairing clutch housing

⇒ [“8.1 Summary of components - vehicles with front-wheel drive”, page 283](#)

⇒ [“8.2 Summary of components - vehicles with four-wheel drive”, page 285](#)

⇒ [“8.3 Repairing clutch housing”, page 287](#)

8.1 Summary of components - vehicles with front-wheel drive

1 - Bushing

- ☐ for selector rods
- ☐ removing ⇒ [page 287](#)
- ☐ drive in ⇒ [page 287](#)

2 - Shaft for reverse gear shift fork

- ☐ Shaft cannot be removed with workshop tools
- ☐ Press shaft into the clutch housing
⇒ [page 288](#)
- ☐ Change as of 06.2009: on gearboxes where the reverse gear shift fork is positioned on the 5th/6th gear shift rod, the shaft is not fitted

3 - Needle bushing

- ☐ for reverse shaft
- ☐ replace after each disassembly ⇒ electronic catalogue of original parts
- ☐ removing ⇒ [page 287](#)
- ☐ inserting ⇒ [page 288](#)

4 - Fitting sleeve

- ☐ Qty. 2

5 - Clutch housing

- ☐ When replacing: adjust the output shafts and the differential
⇒ [“2 Setting overview”, page 370](#)

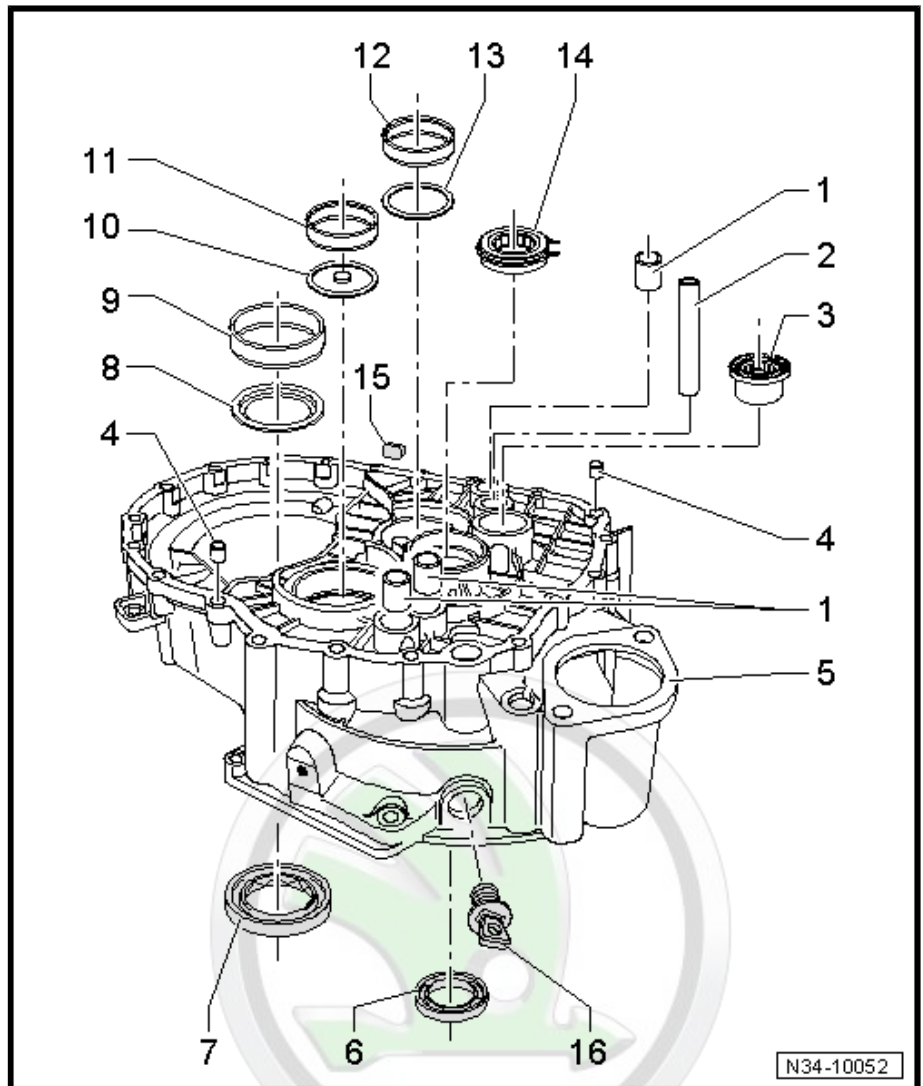
- ☐ Change as of 06.2009: on gearboxes where the reverse gear shift fork is positioned on the 5th/6th gear shift rod, the shaft for reverse gear shift fork is not fitted
- ☐ assign according to the ⇒ Electronic catalogue of original parts .

6 - Input shaft seal

- ☐ removing ⇒ [page 288](#)
- ☐ drive in ⇒ [page 288](#)

7 - Sealing ring

- ☐ for rigid shaft. gearbox up to production date 10.2004
- ☐ for flange shaft. gearbox as of production date 11.2004
- ☐ Replace ⇒ [“1 Replacing gasket rings for flange shaft or rigid shaft with gearbox installed”, page 347](#)



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8 - Washer

- ☐ for differential
- ☐ Fitting position: the shoulder on the inside diameter points towards the gasket ring pos. 7

9 - Outer ring/tapered-roller bearing

- ☐ for differential
- ☐ Removing and installing ⇒ ["3 Differential", page 371](#)
- ☐ when replacing, adjust the differential gear ⇒ ["3.7 Adjusting the differential", page 388](#)

10 - Oil deflecting washer

- ☐ Fitting position: the shoulder on the hole points to the output shaft

11 - Outer ring/tapered-roller bearing

- ☐ for output shaft gears 1 through 4
- ☐ Removing and installing
⇒ ["2.1 Disassembling and assembling output shaft gears 1 through 4", page 315](#)
- ☐ When replacing: adjust the output shaft gears 1 to 4
⇒ ["2.3 Setting output shaft gears 1 through 4", page 331](#)

12 - Outer ring/tapered-roller bearing

- ☐ For output shaft 5th/6th and reverse gear
- ☐ Removing and installing
⇒ ["3.1 Disassembling and assembling output shaft 5th/6th gear and reverse gear", page 335](#)
- ☐ When replacing: adjust the output shaft 5th/6th and reverse gear
⇒ ["3.2 Adjusting output shaft 5th. 6th gear/reverse gear", page 342](#)

13 - Washer

- ☐ For output shaft 5th/6th and reverse gear
- ☐ always 0.65 mm thick

14 - Roller bearing

- ☐ for drive shaft
- ☐ Removing and installing ⇒ ["1.1 Disassembling and assembling the drive shaft", page 308](#)

15 - Magnet

- ☐ is held in position by the separator surface of the housing

16 - Cap

- ☐ not fitted to all clutch housings

8.2 Summary of components - vehicles with four-wheel drive

1 - Bushing

- ☐ for selector rods
- ☐ removing ⇒ [page 287](#)
- ☐ drive in ⇒ [page 287](#)

2 - Shaft for reverse gear shift fork

- ☐ Shaft cannot be removed with workshop tools
- ☐ when using a new clutch housing a new axle must be pressed in ⇒ [page 288](#)
- ☐ Change as of 06.2009: on gearboxes where the reverse gear shift fork is positioned on the 5th/6th gear shift rod, the shaft is not fitted

3 - Needle bushing

- ☐ for reverse shaft
- ☐ replace after each disassembly ⇒ electronic catalogue of original parts
- ☐ removing ⇒ [page 287](#)
- ☐ inserting ⇒ [page 288](#)

4 - Fitting sleeve

- ☐ Qty. 2

5 - Clutch housing

- ☐ When replacing: adjust the output shafts and the differential ⇒ ["2 Setting overview", page 370](#)
- ☐ Change as of 06.2009: on gearboxes where the reverse gear shift fork is positioned on the 5th/6th gear shift rod, the shaft for reverse gear shift fork is not fitted
- ☐ assign according to the ⇒ Electronic catalogue of original parts .

6 - Input shaft seal

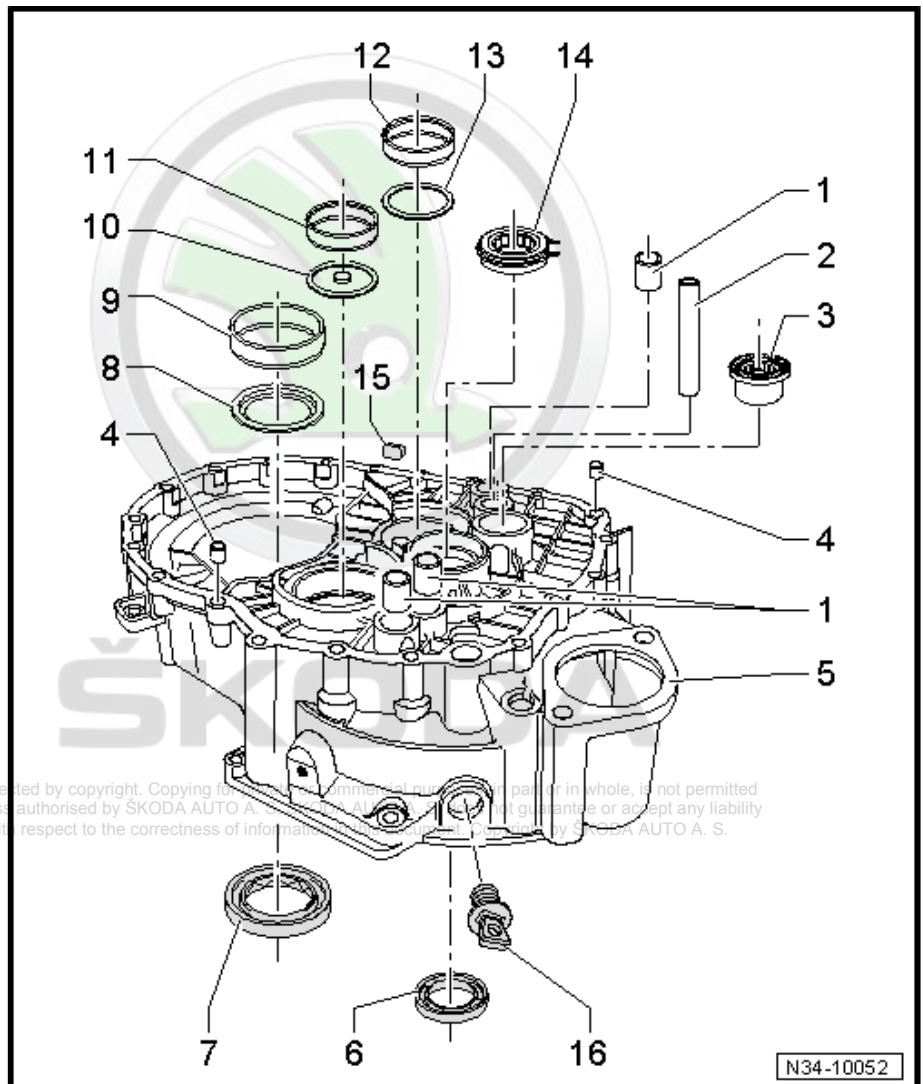
- ☐ removing ⇒ [page 288](#)
- ☐ drive in ⇒ [page 288](#)

7 - Sealing ring

- ☐ between manual gearbox and angle gearbox
- ☐ replace with installed gearbox ⇒ ["1.6.2 Sealing ring on the manual gearbox, between manual gearbox and angle gearbox or between manual gearbox and front axle differential lock, replace", page 355](#)
- ☐ pull out using ejection lever - MP3-418- or extraction hook - T20143-
- ☐ on disassembled gearbox it can be driven in with pressure plate - T40007- up to the stop

8 - Washer

- ☐ for differential
- ☐ Fitting position: the shoulder on the inside diameter points towards the gasket ring pos. 7





9 - Outer ring/tapered-roller bearing

- ☐ for differential
- ☐ Removing and installing ⇒ [“3 Differential”, page 371](#)
- ☐ when replacing, adjust the differential gear ⇒ [“3.7 Adjusting the differential”, page 388](#)

10 - Oil deflecting washer

- ☐ Fitting position: the shoulder on the hole points to the output shaft

11 - Outer ring/tapered-roller bearing

- ☐ for output shaft gears 1 through 4
- ☐ Removing and installing
⇒ [“2.1 Disassembling and assembling output shaft gears 1 through 4”, page 315](#)
- ☐ When replacing: adjust the output shaft gears 1 to 4
⇒ [“2.3 Setting output shaft gears 1 through 4”, page 331](#)

12 - Outer ring/tapered-roller bearing

- ☐ For output shaft 5th/6th and reverse gear
- ☐ Removing and installing
⇒ [“3.1 Disassembling and assembling output shaft 5th/6th gear and reverse gear”, page 335](#)
- ☐ When replacing: adjust the output shaft 5th/6th and reverse gear
⇒ [“3.2 Adjusting output shaft 5th. 6th gear/reverse gear”, page 342](#)

13 - Washer

- ☐ For output shaft 5th/6th and reverse gear
- ☐ always 0.65 mm thick

14 - Roller bearing

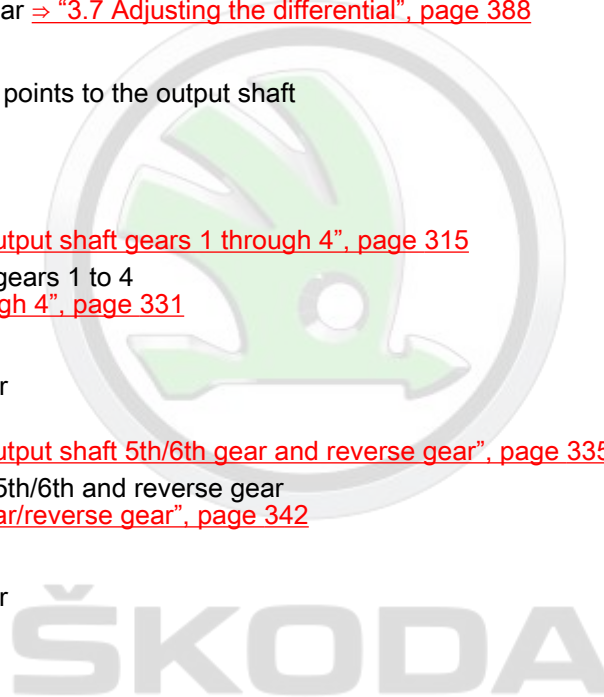
- ☐ for drive shaft
- ☐ Removing and installing ⇒ [“1.1 Disassembling and assembling the drive shaft”, page 308](#)

15 - Magnet

- ☐ is held in position by the separator surface of the housing

16 - Cap

- ☐ not fitted to all clutch housings



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8.3 Repairing clutch housing

Special tools and workshop equipment required

- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Mandrel - T10168-
- ◆ Pressure spindle - T40008-
- ◆ Interior extractor 14 up to 19 mm , e.g. -VAS 251 605- or -Kukko 21-2-
- ◆ Interior extractor 20 up to 30 mm , e.g. -VAS 251 609- or -Kukko 21-4-
- ◆ Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

Remove bushing for gear shift rod

- A - Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-
B - Interior extractor , e.g. -VAS 251 605- or -Kukko 21-2-

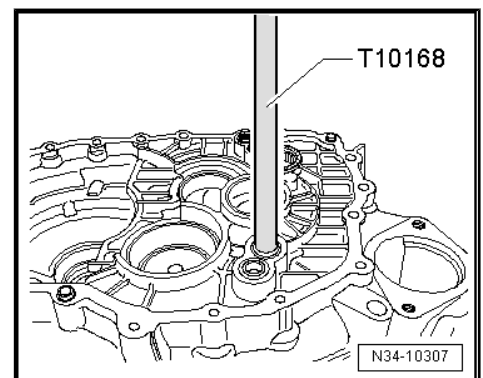
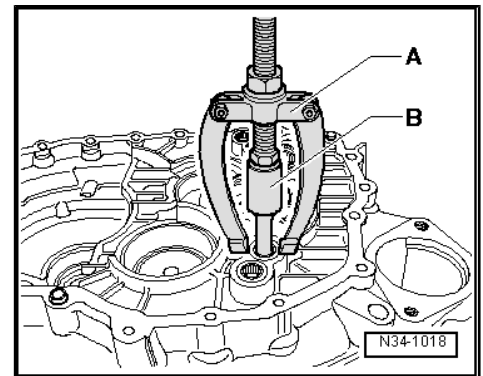


Note

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After removing the bushing check for damage. if necessary replace.

Drive in the bushing for the shift rod up to the stop of the tool



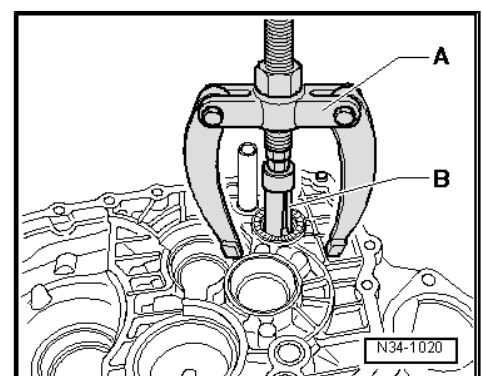
Removing needle bushing from clutch housing

- A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-
B - Interior extractor , e.g. -VAS 251 609- or -Kukko 21-4-



Note

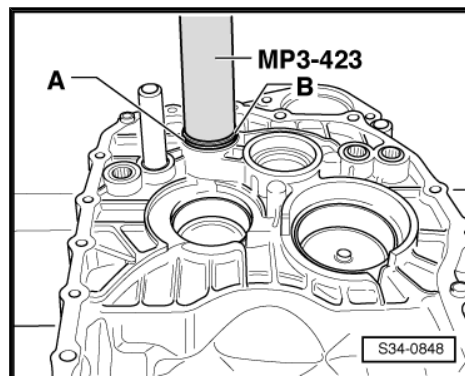
The needle bushing is damaged when removed and must be replaced.





Pressing in needle bushing -A- in the clutch housing

- During press-in procedure. position the thrust washer -B- of the reverse shaft onto the needle bushing -A-.



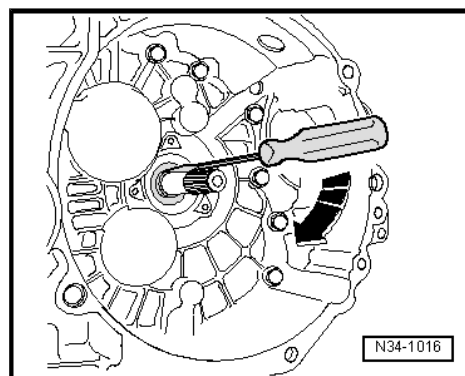
Removing gasket ring for drive shaft

- Carefully lever out gasket ring with a screwdriver.

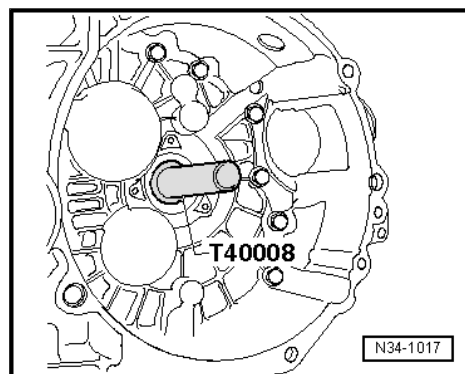


Note

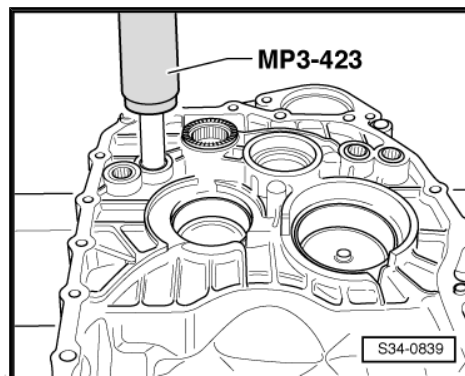
- ♦ Do not damage contact surface for shaft seal on the drive shaft.
- ♦ The gasket ring can also be removed with the extraction hook - T20143/1-.



Insert the gasket ring for the drive shaft until flush



Press shaft for reverse gear shift fork into the clutch housing



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9 Repairing gearshift unit

⇒ [“9.1 Repair gearshift unit \(Octavia II and Octavia III\)”, page 289](#)

⇒ [“9.2 Gearshift unit up to 05/2009 \(Superb II\)”, page 291](#)

⇒ [“9.3 Gearshift unit as of 06/2009 \(Superb II\)”, page 293](#)

⇒ [“9.4 Gearshift unit \(Yeti\)”, page 294](#)

9.1 Repair gearshift unit (Octavia II and Octavia III)

Special tools and workshop equipment required

- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Extractor tool - T20143/1-



Note

Grease bearing and friction surfaces with grease - G 000 450 02-.

1 - 23 Nm

- ☐ self-locking
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

2 - Gearshift lever

- ☐ insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- ☐ may be replaced with the gearshift mechanism mounted
- ☐ Fitting position
⇒ [“1.20 Summary of components - Control cables \(Octavia II\)”, page 133](#)
- ☐ After installing, set shift mechanism
⇒ [“1.33 Setting the shift mechanism”, page 174](#)

3 - Sliding shoe

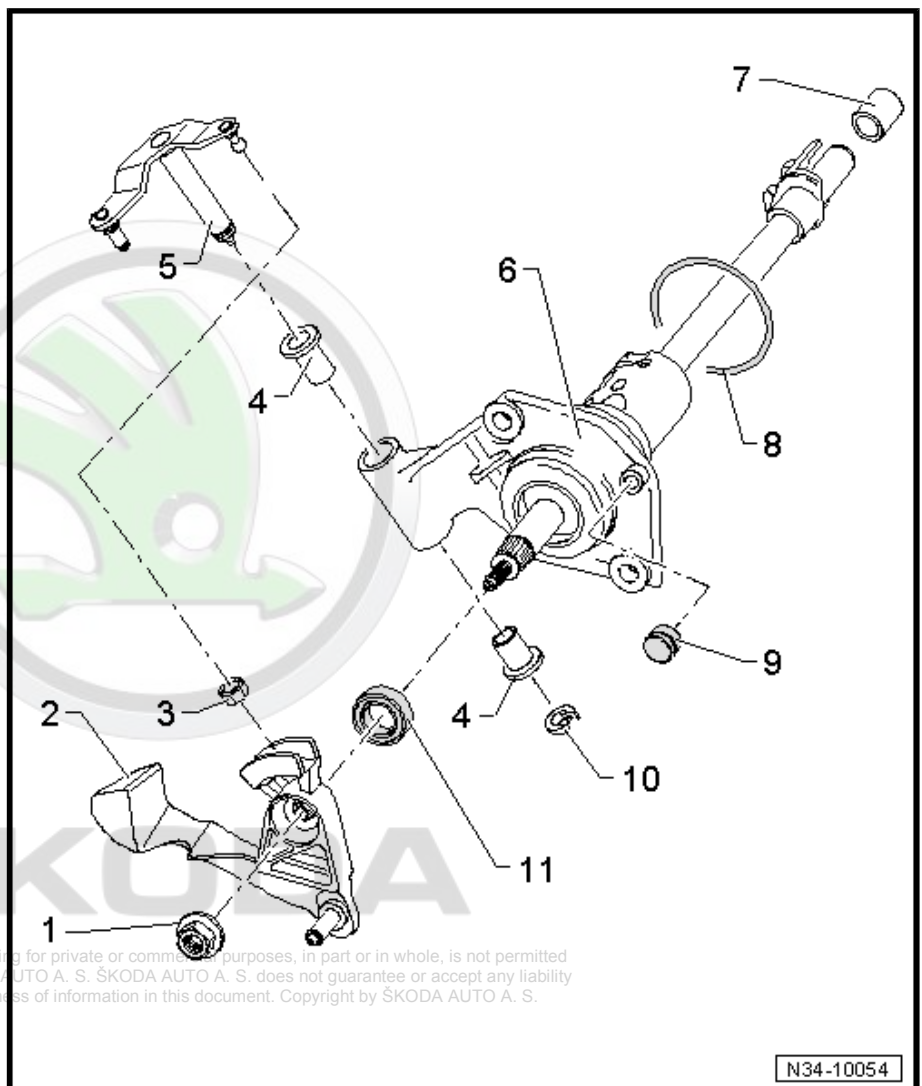
- ☐ clip into relay lever Pos. 5

4 - Bushing

- ☐ is not required. if the relay lever is made of plastic

5 - Relay lever

- ☐ out of plastic or metal
- ☐ The metal relay lever is located in the bushings pos. 4 and secured with a lock washer pos. 10



N34-10054



- ☐ as of 03.2007 plastic reversing lever ⇒ ["1.24 Plastic relay lever", page 149](#)
- ☐ Fitting position ⇒ ["1.20 Summary of components - Control cables \(Octavia II\)", page 133](#)
- ☐ After installing, set shift mechanism ⇒ ["1.33 Setting the shift mechanism", page 174](#)

6 - Gearshift shaft

- ☐ with cover
- ☐ Difference between the gearshift shafts in the area of the bottom shift finger -arrow- ⇒ [page 290](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ can be installed or removed on installed gearbox

7 - Bushing

- ☐ for the gearshift shaft
- ☐ Removing and installing ⇒ ["7 Repairing gearbox housing", page 276](#)

8 - O-ring

- ☐ insert into the round slot of the gearshift cover
- ☐ insert with gear oil
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

9 - Cap

- ☐ for gearbox bleeder

10 - Circlip

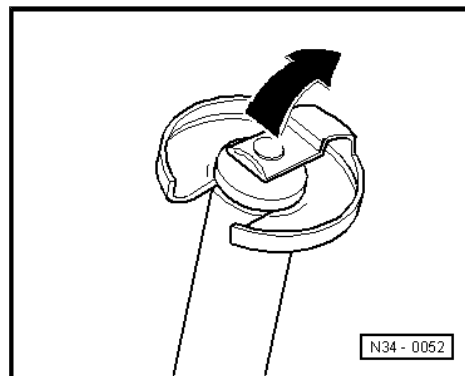
- ☐ for bell crank lever
- ☐ removing ⇒ [page 290](#)
- ☐ is not required. if the relay lever is made of plastic

11 - Sealing ring

- ☐ remove with screwdriver or with extraction hook - T20143/1- ⇒ [page 291](#)
- ☐ installing ⇒ [page 291](#)

Remove lock washer for bell crank lever

- Lift retaining clip in the -direction of the arrow-.



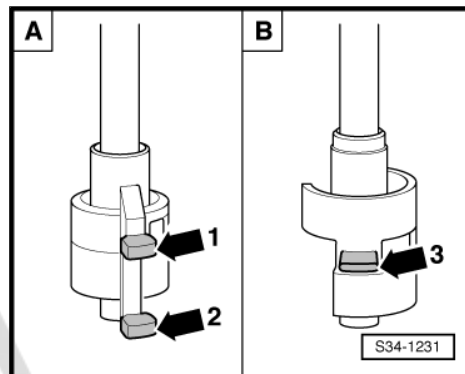
Difference between the gearshift shafts

A - previous gearshift shaft (up to 05/2009) with 2 shift fingers -arrow 1- and -arrow 2- in the lower area of the gearshift shaft

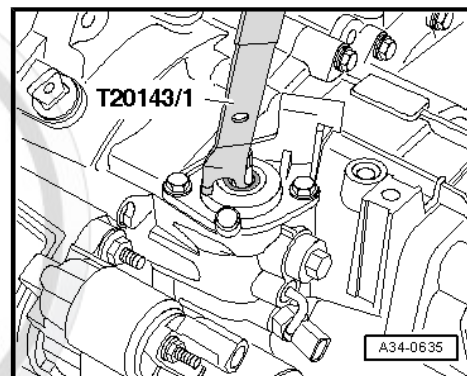
- This gearshift shaft is fitted on gearboxes where the reverse gear shift fork is installed on the shaft for reverse gear shift fork in the clutch housing.

B - modified gearshift shaft (as of 06/2009) with 1 shift finger -arrow 3- in the lower area of the gearshift shaft

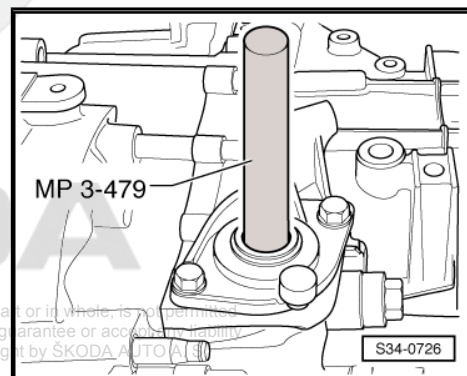
- Fit this gearshift shaft on gearboxes where the reverse gear shift fork is positioned on the 5th/6th gear shift rod.



Remove gasket ring with ejection hook - T20143/1-



Insert gasket ring up to the stop with pipe section - MP3-479 (VW 423)-



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9.2 Gearshift unit up to 05/2009 (Superb II)

Special tools and workshop equipment required

- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Ejection lever - T20143/1-



Note

Coat bearings and friction surfaces with grease - G 000 450 02- .



1 - Bushing

- ☐ for the gearshift shaft
- ☐ Removing and installing
⇒ ["7 Repairing gearbox housing", page 276](#)

2 - Gearshift shaft

- ☐ with cover
- ☐ Difference between the gearshift shafts in the area of the bottom shift finger -arrow-
⇒ [page 292](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ can be installed or removed on installed gearbox

3 - O-ring

- ☐ insert into the round slot of the gearshift cover
- ☐ when installing moisten with gearbox oil
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

4 - Cap

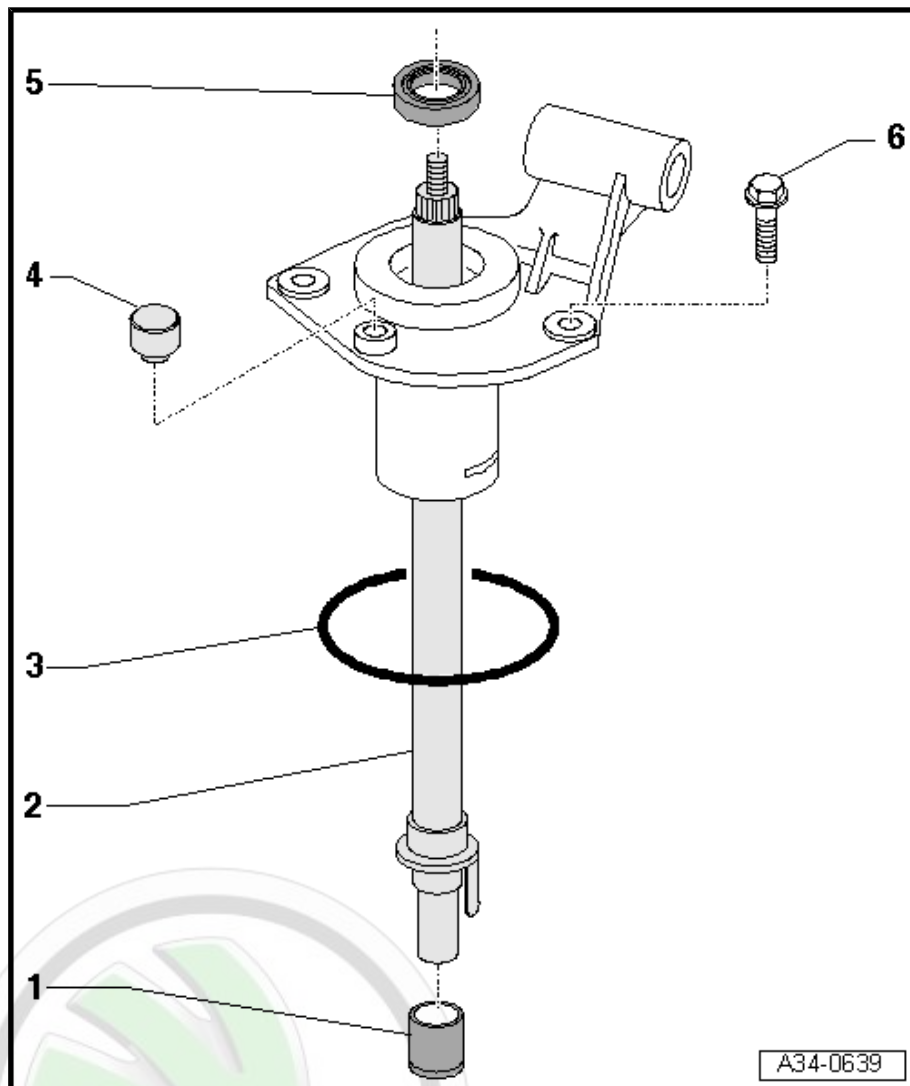
- ☐ for gearbox bleeder

5 - Sealing ring

- ☐ lever out with screwdriver or with ejection lever - T20143/1-
⇒ [page 293](#)
- ☐ installing ⇒ [page 293](#)

6 - Screw

- ☐ Qty. 2
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm



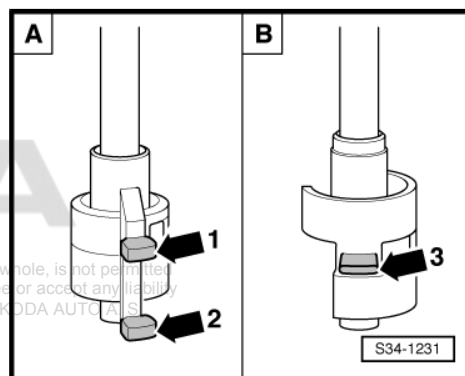
Difference between the gearshift shafts

A - previous gearshift shaft (up to 05/2009) with 2 shift fingers -arrow 1- and -arrow 2- in the lower area of the gearshift shaft

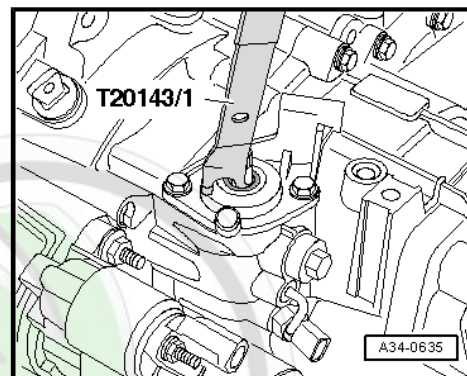
- Install this gearshift shaft on gearboxes where the reverse gear shift fork is attached to the shaft for reverse gear shift fork in the clutch housing.

B - modified gearshift shaft (as of 06/2009) with 1 shift finger -arrow 3- in the lower area of the gearshift shaft

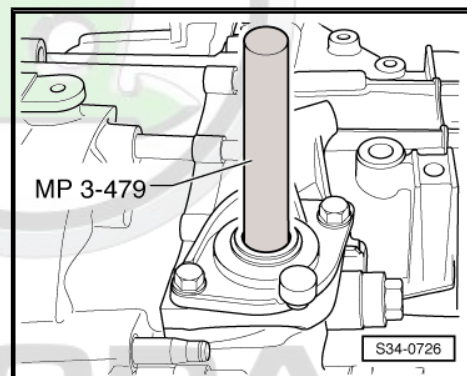
- This gearshift shaft is fitted on gearboxes where the reverse gear shift fork is installed on the 5th and 6th gear shift rod.



Remove gasket ring with ejection lever - T20143/1- .



Insert gasket ring up to the stop with pipe section - MP3-479 (VW 423)-



9.3 Gearshift unit as of 06/2009 (Superb II)

Special tools and workshop equipment required

- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Ejection lever - T20143/1-



Note

Grease bearing and friction surfaces with grease - G 000 450 02- .



1 - Bushing

- ☐ for the gearshift shaft
- ☐ Removing and installing
⇒ ["7 Repairing gearbox housing", page 276](#)

2 - Gearshift shaft

- ☐ with cover
- ☐ Difference between the gearshift shafts in the area of the bottom shift finger -arrow-
⇒ [page 292](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ can be installed or removed on installed gearbox

3 - O-ring

- ☐ insert into the round slot of the gearshift cover
- ☐ insert with gear oil
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

4 - Cap

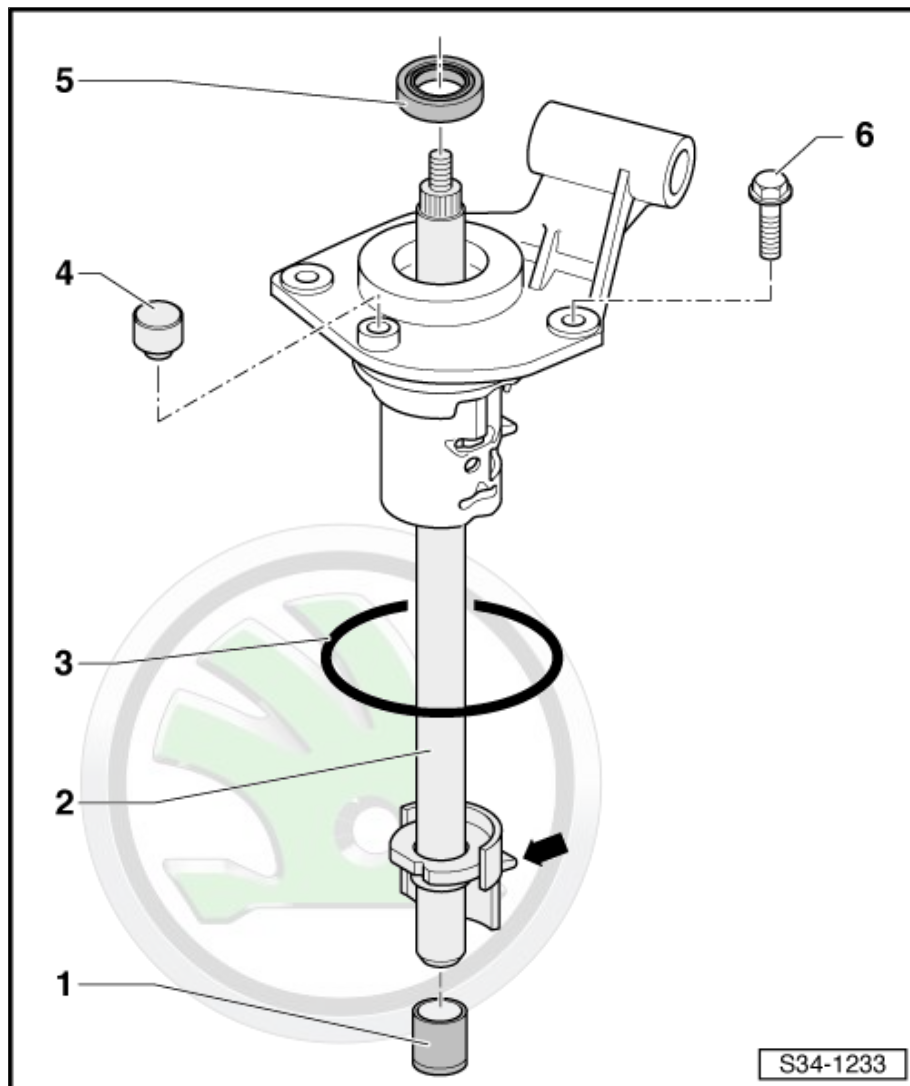
- ☐ for gearbox bleeder

5 - Sealing ring

- ☐ lever out with screwdriver or with ejection lever - T20143/1-
⇒ [page 293](#)
- ☐ installing ⇒ [page 293](#)

6 - Screw

- ☐ Qty. 2
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm



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9.4 Gearshift unit (Yeti)

Special tools and workshop equipment required

- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Ejection lever - T20143/1-



Note

Grease bearing and friction surfaces with grease - G 000 450 02-.

1 - Bushing

- ☐ for the gearshift shaft
- ☐ Removing and installing
⇒ ["7 Repairing gearbox housing", page 276](#)

2 - Gearshift shaft

- ☐ with cover
- ☐ Difference between the gearshift shafts in the area of the bottom shift finger -arrow-
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ can be installed or removed on installed gearbox

3 - O-ring

- ☐ insert into the round slot of the gearshift cover
- ☐ insert with gear oil
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

4 - Cap

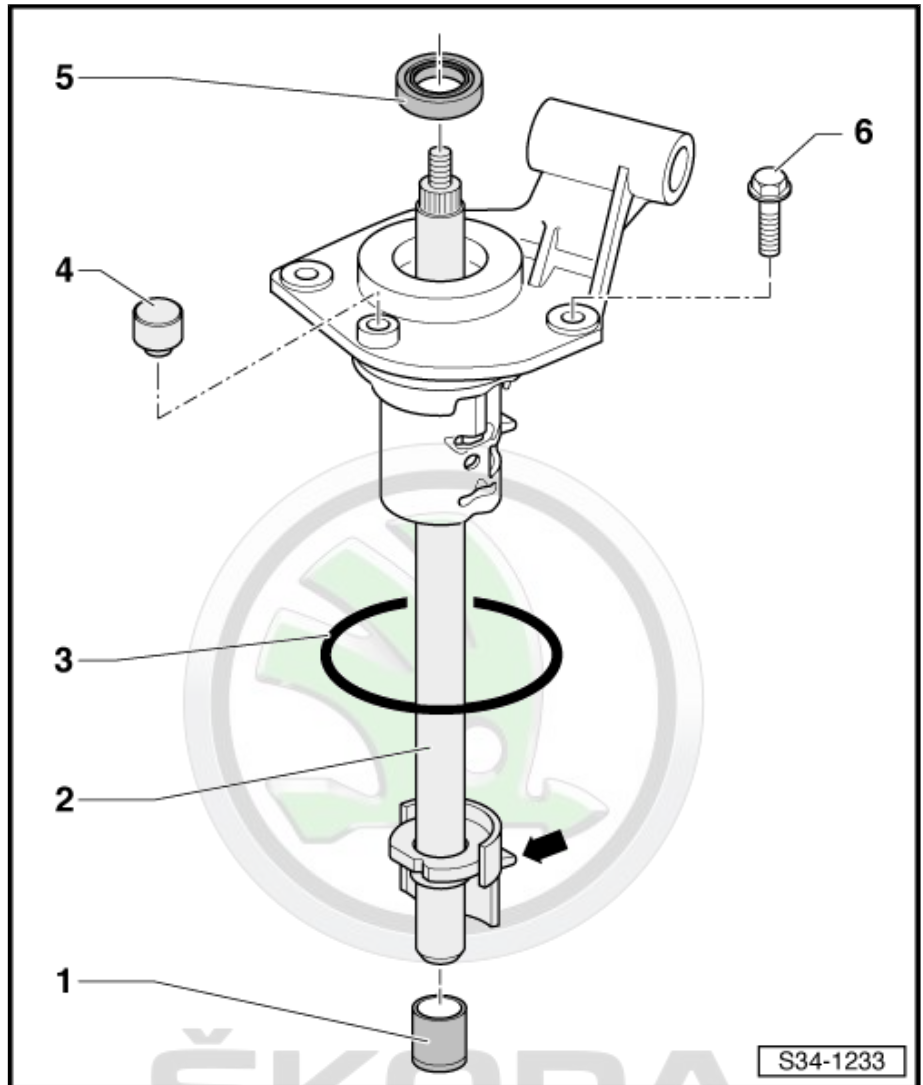
- ☐ for gearbox bleeder

5 - Sealing ring

- ☐ lever out with screwdriver or with ejection lever - T20143/1-
⇒ [page 296](#)
- ☐ installing ⇒ [page 296](#)

6 - Screw

- ☐ Qty. 2
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm



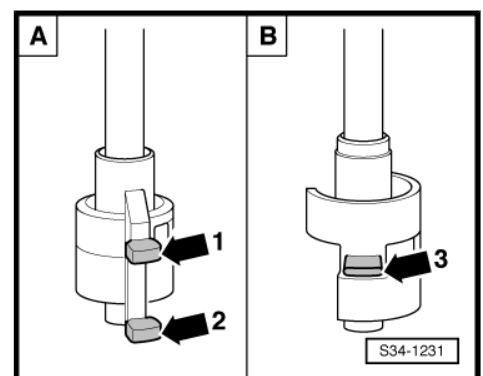
Difference between the gearshift shafts

A - previous gearshift shaft (up to 05/2009) with 2 shift fingers -arrow 1- and -arrow 2- in the lower area of the gearshift shaft

- Install this gearshift shaft on gearboxes where the reverse gear shift fork is attached to the shaft for reverse gear shift fork in the clutch housing.

B - modified gearshift shaft (as of 06/2009) with 1 shift finger -arrow 3- in the lower area of the gearshift shaft

- This gearshift shaft is fitted on gearboxes where the reverse gear shift fork is installed on the 5th/6th gear shift rod.



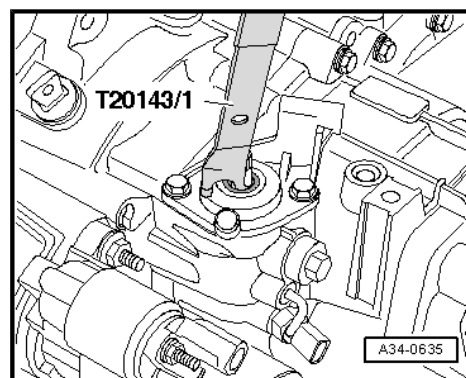


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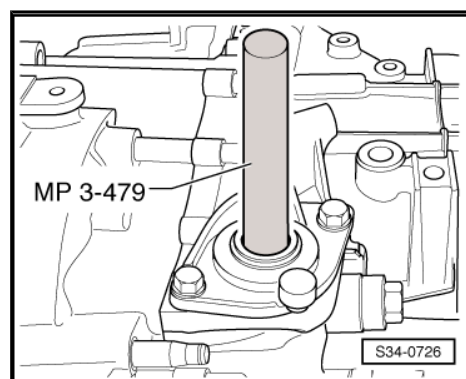
Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

Remove gasket ring with ejection hook - T20143/1-



Insert gasket ring up to the stop with pipe section - MP3-479 (VW 423)-



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10 Disassembling and assembling the gearshift forks

⇒ [“10.1 Disassembling and assembling gearshift forks up to 05/2009 \(Octavia II\)”, page 297](#)

⇒ [“10.2 Disassembling and assembling gearshift forks up to 05/2009 \(Superb II and Yeti\)”, page 299](#)

⇒ [“10.3 Disassembling and assembling the gearshift forks as of 06/2009”, page 301](#)

10.1 Disassembling and assembling gearshift forks up to 05/2009 (Octavia II)

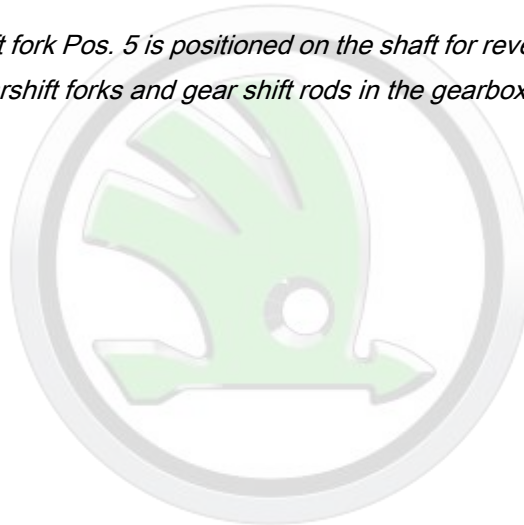
Special tools and workshop equipment required

- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Thrust piece - MP3-453 (VW 431)-
- ◆ Distance sleeve - MP3-458 (VW 472)-
- ◆ Pressure spindle - MP6-405 (VW 411)-
- ◆ Interior extractor 18 up to 23 mm , e.g. -VAS 251 607- or -Kukko 21-3-
- ◆ Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-



Note

- ◆ *The reverse gear shift fork Pos. 5 is positioned on the shaft for reverse gear shift fork in the clutch housing.*
- ◆ *Fitting position of gearshift forks and gear shift rods in the gearbox ⇒ [page 298](#) .*



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1 - Rubber insulation

- ❑ can be pulled out of the gear shift rod and inserted by hand

2 - Gear shift rod with 1st and 2nd gear shift fork

3 - Gear shift rod with 3rd and 4th gear shift fork

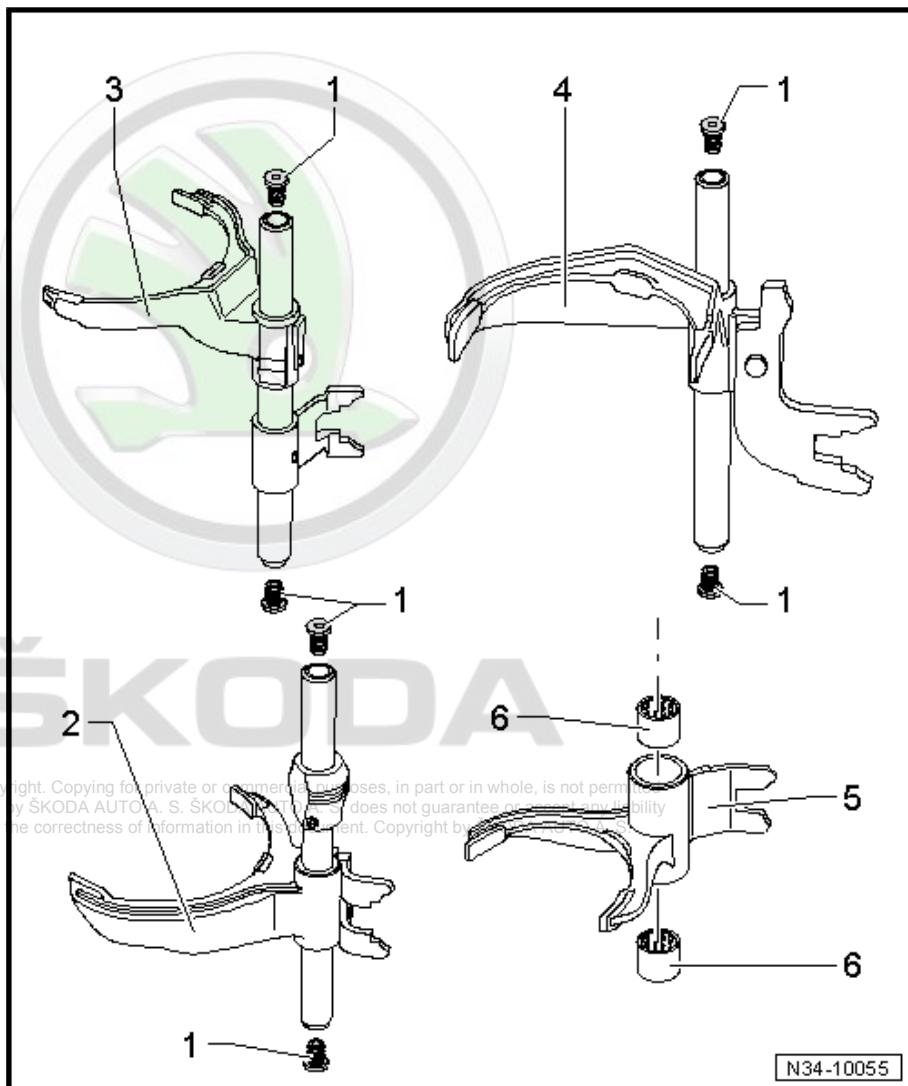
4 - Gear shift rod with 5th and 6th gear shift fork

5 - Gearshift fork reverse gear

- ❑ the ball sleeve is no longer installed as of production date 03.2006
⇒ [page 299](#)
- ❑ Time of application is flexible
- ❑ the reverse gear shift fork is adapted
- ❑ Difference between the reverse gear shift forks
⇒ [page 299](#)

6 - Ball sleeve

- ❑ removing ⇒ [page 299](#)
- ❑ inserting ⇒ [page 299](#)
- ❑ the ball sleeve is no longer fitted as of production date 03.2006
- ❑ Time of application is flexible



Fitting position of gearshift forks and gear shift rods in the gearbox

1 - Drive shaft

2 - Output shaft gears 1 through 4

3 - Output shaft 5th, 6th gear/reverse gear

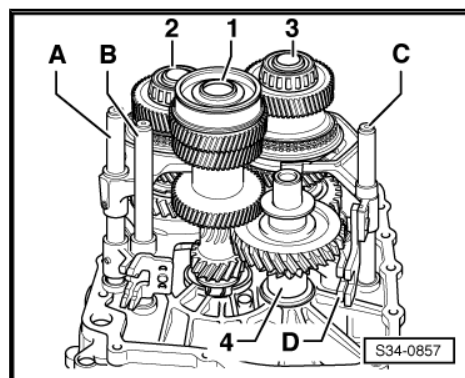
4 - Reverse shaft

A - Gear shift rod with 3rd and 4th gear shift fork

B - Gear shift rod with 1st and 2nd gear shift fork

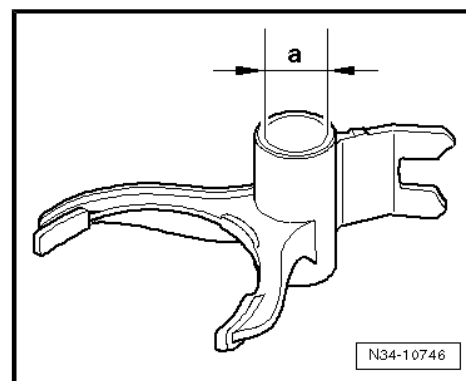
C - Gear shift rod with 5th and 6th gear shift fork

D - Gearshift fork reverse gear



Difference between the reverse gear shift forks

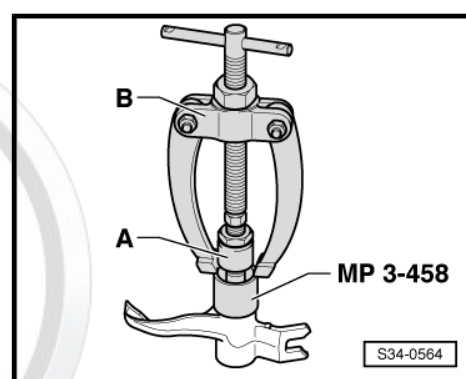
Dimension "a" (mm)	Production date
24	Until 05/03/2006
18	From 06/03/2006



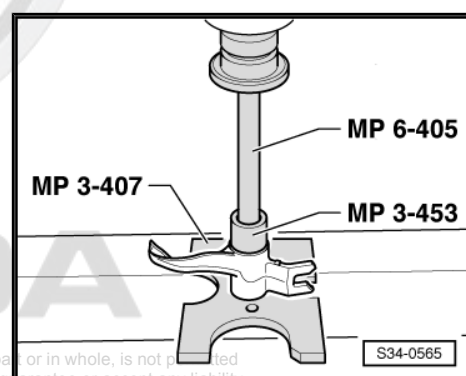
Up to production date 03.2006 - remove ball sleeve for reverse gear shift fork

A - Interior extractor , e.g. -VAS 251 607- or -Kukko 21-3-

B - Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-



Up to production date 03.2006 - press in ball sleeve for reverse gear shift fork



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10.2 Disassembling and assembling gearshift forks up to 05/2009 (Superb II and Yeti)



Note

- ◆ The reverse gear shift fork Pos. 5 is positioned on the shaft for reverse gear shift fork in the clutch housing.
- ◆ Fitting position of gearshift forks and gear shift rods in the gearbox ⇒ [page 300](#).



1 - Rubber insulation

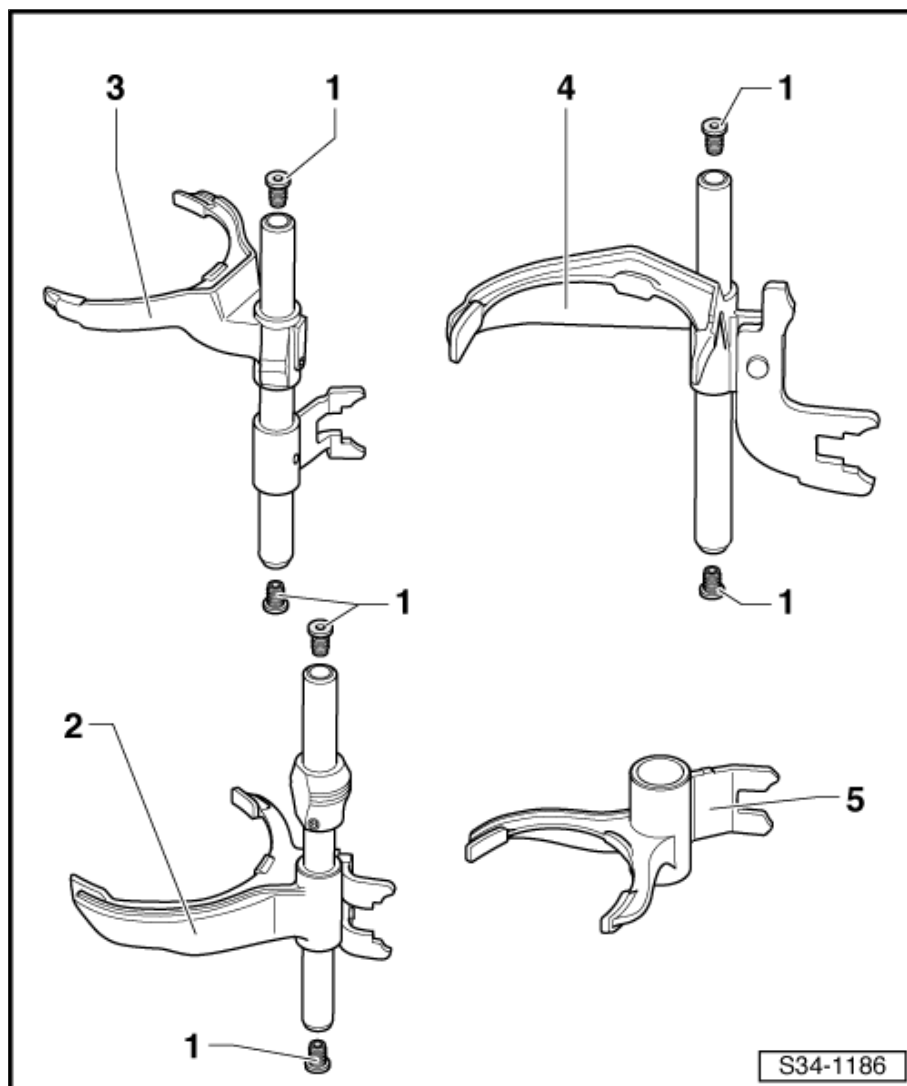
- can be pulled out of the gear shift rod and inserted by hand

2 - Gear shift rod with 1st and 2nd gear shift fork

3 - Gear shift rod with 3rd and 4th gear shift fork

4 - Gear shift rod with 5th and 6th gear shift fork

5 - Gearshift fork reverse gear



Fitting position of gearshift forks and gear shift rods in the gearbox

1 - Drive shaft

2 - Output shaft gears 1 through 4

3 - Output shaft 5th, 6th gear/reverse gear

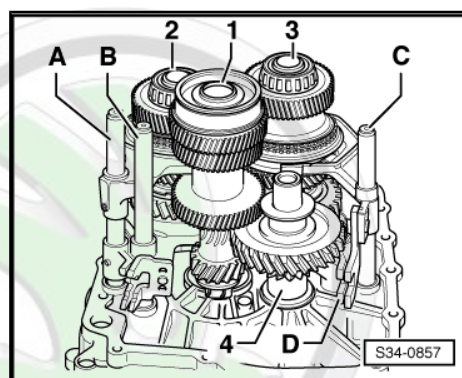
4 - Reverse shaft

A - Gear shift rod with 3rd and 4th gear shift fork

B - Gear shift rod with 1st and 2nd gear shift fork

C - Gear shift rod with 5th and 6th gear shift fork

D - Gearshift fork reverse gear



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10.3 Disassembling and assembling the gearshift forks as of 06/2009



Note

- ◆ The reverse gear shift fork Pos. 5 is positioned on the 5th/6th gear shift rod.
- ◆ Fitting position of gearshift forks and gear shift rods in the gearbox ⇒ [page 301](#).

1 - Rubber insulation

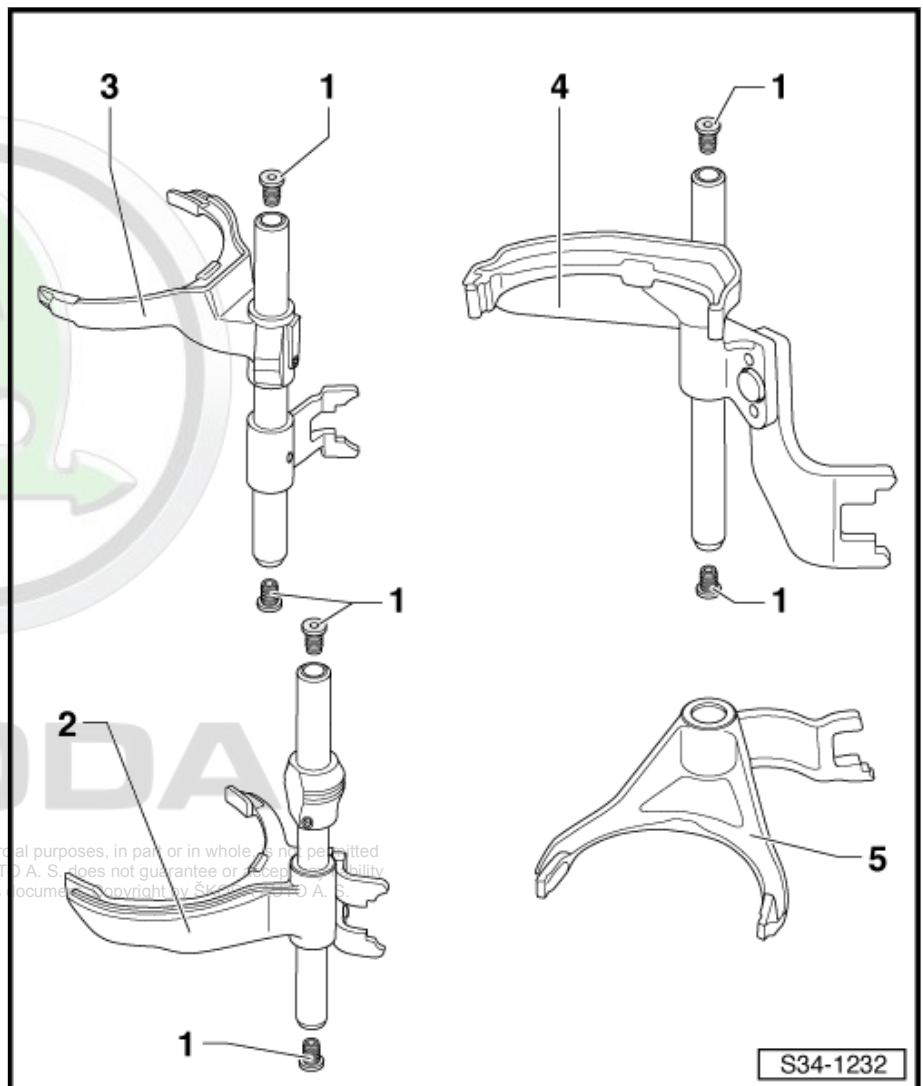
- can be pulled out of the gear shift rod and inserted by hand

2 - Gear shift rod with 1st and 2nd gear shift fork

3 - Gear shift rod with 3rd and 4th gear shift fork

4 - Gear shift rod with 5th and 6th gear shift fork

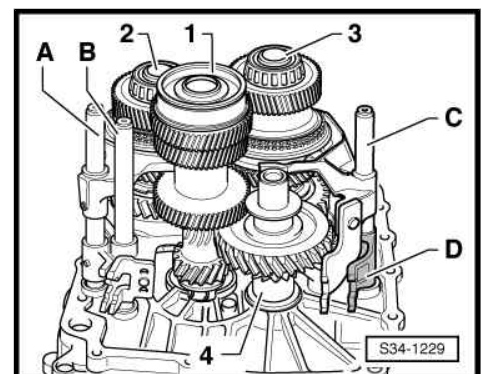
5 - Gearshift fork reverse gear



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Fitting position of gearshift forks and gear shift rods in the gearbox

- 1 - Drive shaft
- 2 - Output shaft gears 1 through 4
- 3 - Output shaft 5th, 6th gear/reverse gear
- 4 - Reverse shaft
- A - Gear shift rod with 3rd and 4th gear shift fork
- B - Gear shift rod with 1st and 2nd gear shift fork
- C - Gear shift rod with 5th and 6th gear shift fork
- D - Gearshift fork reverse gear



11 Front axle differential lock

⇒ ["11.1 Summary of components - front axle differential lock", page 302](#)

⇒ ["11.2 Assign front axle differential lock", page 303](#)

⇒ ["11.3 Removing the front axle differential lock", page 303](#)

⇒ ["11.4 Installing the front axle differential lock", page 305](#)

⇒ ["11.5 Removing and installing the axle differential lock control unit J647", page 307](#)

11.1 Summary of components - front axle differential lock

1 - Front axle differential lock

- ❑ Axle differential lock control unit - J647- installed on the front axle differential lock
⇒ ["5.1 Summary of components - Components of the front axle differential lock", page 412](#)
- ❑ Removing and installing the axle differential lock control unit - J647-
⇒ ["11.5 Removing and installing the axle differential lock control unit J647", page 307](#)
- ❑ Pump for four-wheel drive clutch - V181- installed on the front axle differential lock
⇒ ["5.1 Summary of components - Components of the front axle differential lock", page 412](#)
- ❑ Removing and installing the pump for four-wheel drive clutch - V181-
⇒ ["6.2 Removing and installing the pump for four-wheel drive clutch V181", page 418](#)

2 - Screw

- ❑ for flange shaft
- ❑ Replace after disassembly
- ❑ 30 Nm

3 - Heat shield

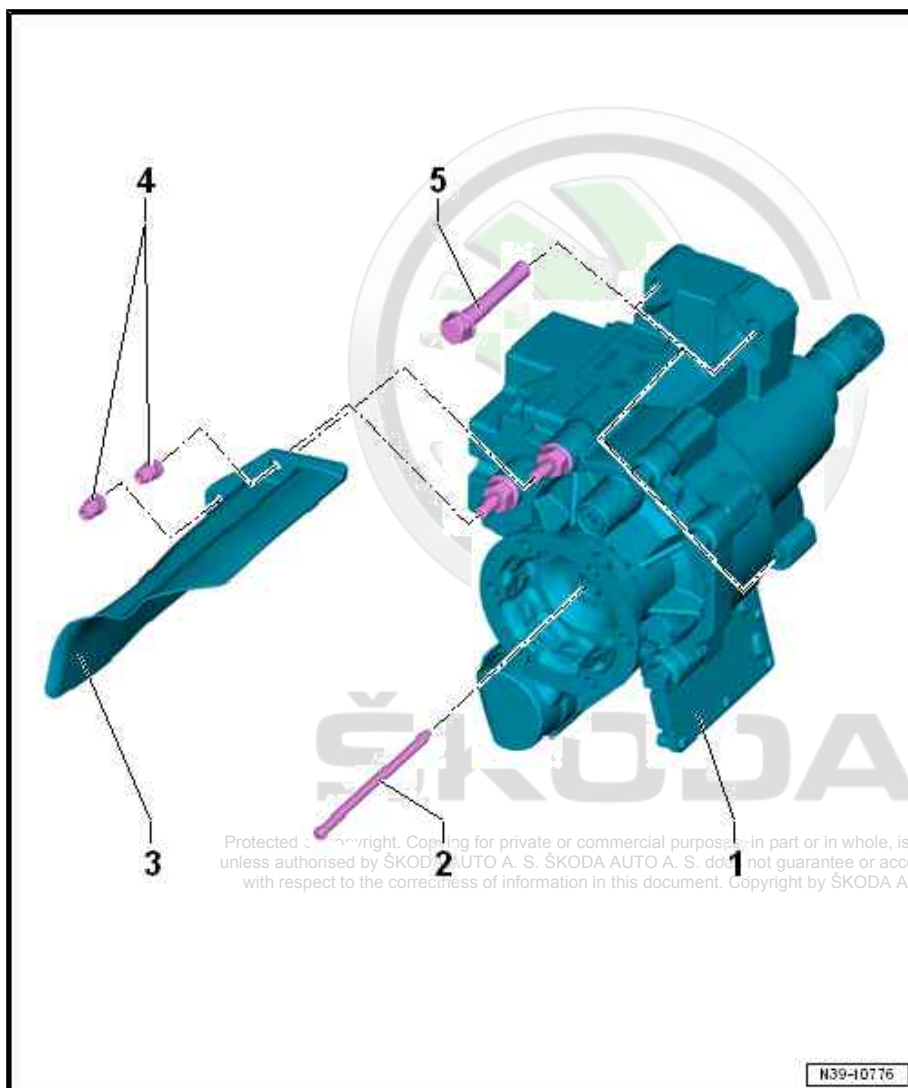
- ❑ for drive shaft

4 - Nut

- ❑ 2 or 3 pieces
- ❑ 25 Nm

5 - Screw

- ❑ Qty. 4
- ❑ Replace after disassembly



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❑ 40 Nm + 90°

11.2 Assign front axle differential lock

Front axle differential lock, depending on equipment, is attached to the manual gearbox 02Q

⇒ [“1.3 Identification characters, aggregate assignment, ratios, filling capacities \(Octavia III\)”, page 8](#)

11.3 Removing the front axle differential lock

Special tools and workshop equipment required

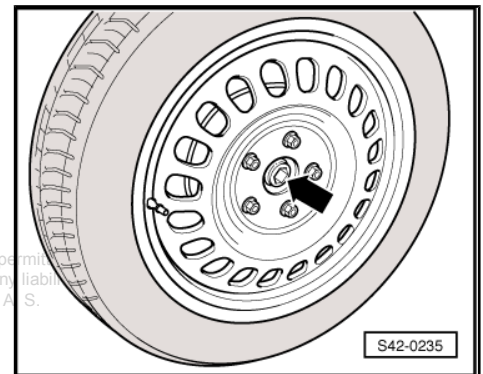
◆ Socket - T10107 A-

– Switch off ignition.

The right drive shaft must be removed in the next steps.

- While the vehicle is still on its wheels, loosen the front flange bolt - arrow - by max. 90°, otherwise the wheel bearing may be damaged ⇒ Chassis; Rep. gr. 40 .
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .

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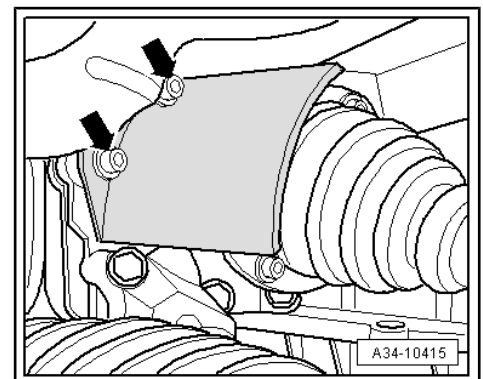
- If present, remove heat shield for drive shaft - arrows - ⇒ Chassis; Rep. gr. 40 .
- Remove right drive shaft ⇒ Chassis; Rep. gr. 40 .



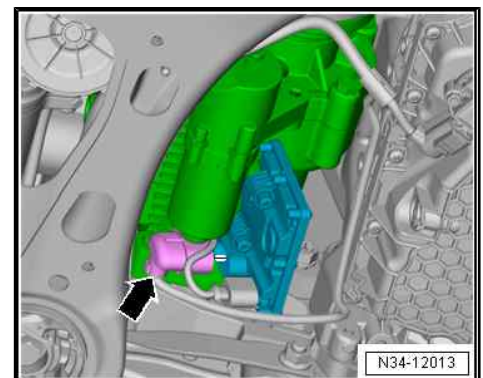
Caution

There is a risk of damage to the separator.

◆ ⇒ Engine; Rep. gr. 26



- Remove front exhaust pipe from engine and tie up ⇒ Engine; Rep. gr. 26 .
- Disconnect plug - arrow - from axle differential lock control unit - J647- .



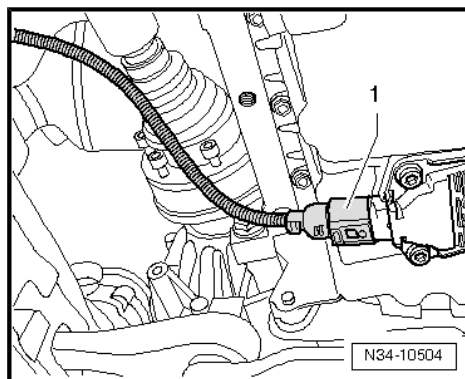


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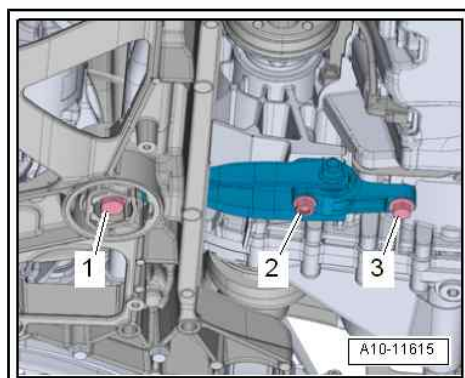
Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

- Disconnect plug -1- from oil level and oil temperature sender - G266- .

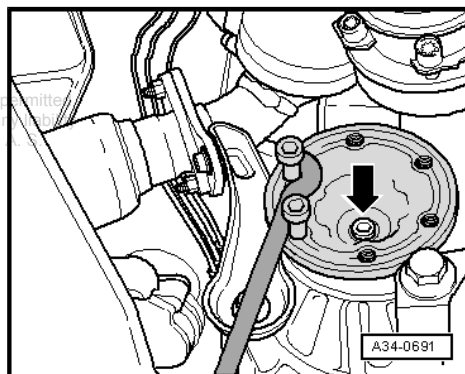


- Remove screws -2- and -3- of the pendulum support.

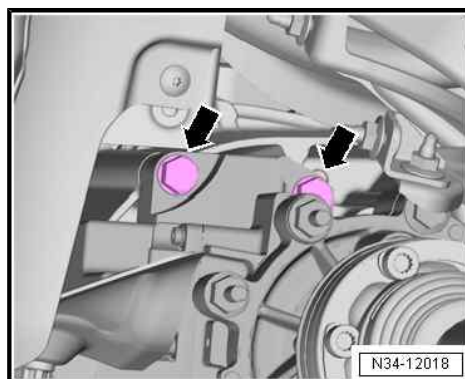


- Release the screw -arrow- for the right flange shaft, to this end insert 2 screws in the flange and counterhold the flange shaft using an assembly lever.

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- Unscrew top screws -arrows- of the front axle differential lock.

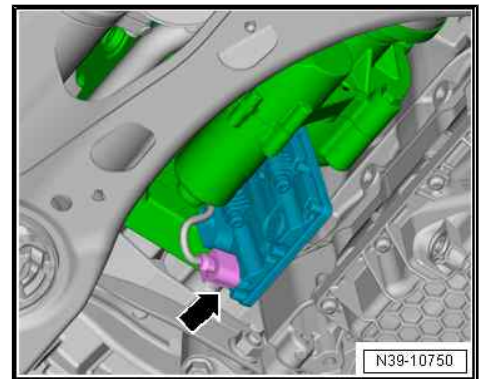
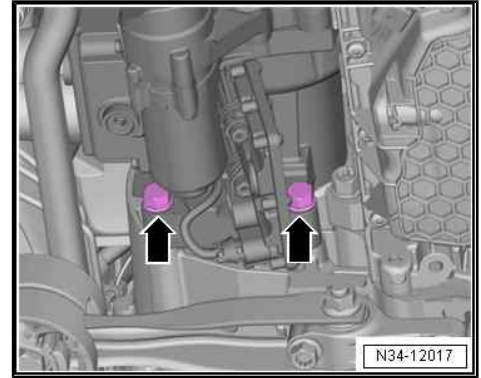


- Unscrew bottom screws -arrows- of the front axle differential lock.
- Push engine/gearbox assembly forwards slightly with the assistance of a second mechanic (towards vehicle front end).
- Carefully press front axle differential lock off gearbox and take out.

- When taking out the front axle differential lock, protect the electrical plug connection -arrow- against damage.
- Transport the front axle differential lock
⇒ [“2.6 Transport front axle differential lock”, page 213](#)

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11.4 Installing the front axle differential lock



Note

- ◆ Refer to procedure “Removing front axle differential lock” for required special tools
⇒ [“11.3 Removing the front axle differential lock”, page 303](#).
- ◆ Replace self-locking nuts and bolts each time they are removed.
- ◆ Replace screws which are tightened at specified torqueing angle after disassembly.
- ◆ All cable straps which are undone or cut during disassembly must be re-attached in the same place.

Installation is carried out in the reverse order. When installing, observe the following:

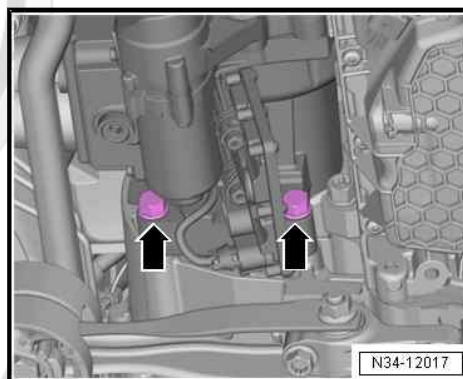
- Grease serration splines of the differential on manual gearbox with grease for splines.
- Push engine/gearbox assembly forwards slightly with the assistance of a second mechanic (towards vehicle front end).
- Slide flange shaft for front axle differential lock onto the manual gearbox completely, while guiding the serration splines for the flange shaft on the differential axis. Rotate the flange shaft if required.
- If the grooves are set correctly and aligned axially, the front axle differential lock engages into the manual gearbox up to the stop.



Note

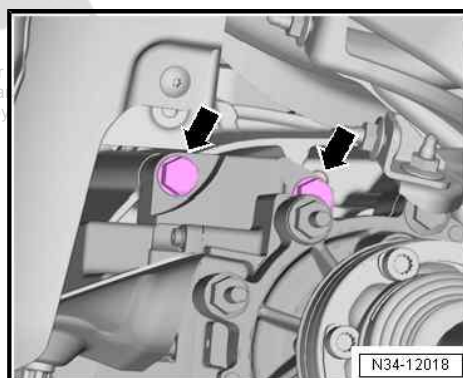
Do not pull front axle differential lock with the fixing screws against the manual gearbox, otherwise the front axle differential lock can tilt and the fixing eyes can break off.

- Screw on the bottom screws -arrows- of the front axle differential lock.

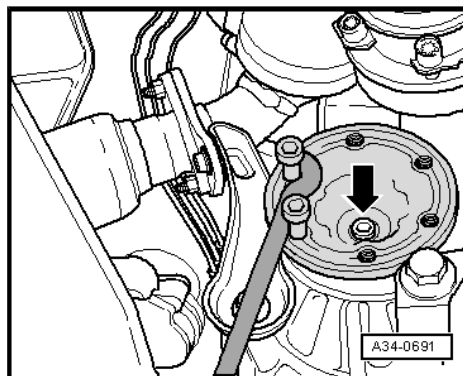


- Screw on the top screws -arrows- of the front axle differential lock.

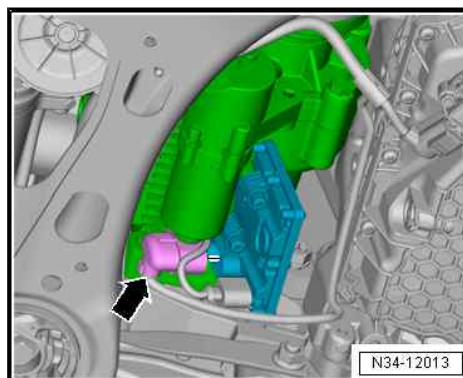
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- Install flange shaft on right by inserting 2 screws into the flange and counterholding the flange shaft using a lever.
- Always use a new screw to install the flange shaft.
- Install pendulum support using new screws ⇒ Engine; Rep. gr. 10 .



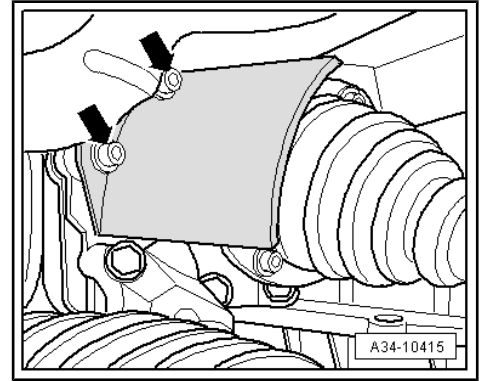
- Connect plug -arrow- to the axle differential lock control unit -J647- .
- Install the drive shaft ⇒ Chassis; Rep. gr. 40 .



- If removed, install heat shield for drive shaft -arrows-.
- Check oil level in front axle differential lock
⇒ [“7 High-performance oil for four-wheel drive clutches”, page 420](#).
- Install exhaust system ⇒ Engine; Rep. gr. 26.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50.

Tightening torques

- ◆ Front axle differential lock to gearbox
⇒ [“11.1 Summary of components - front axle differential lock”, page 302](#)
- ◆ Screw for flange shaft
⇒ [“11.1 Summary of components - front axle differential lock”, page 302](#)
- ◆ Heat shield to gearbox ⇒ Chassis; Rep. gr. 40
- ◆ Pendulum support to gearbox ⇒ Engine; Rep. gr. 10
- ◆ Right drive shaft ⇒ Chassis; Rep. gr. 40.
- ◆ Exhaust System ⇒ Engine; Rep. gr. 26
- ◆ Noise insulation ⇒ Body work assembly; Rep. gr. 50



11.5 Removing and installing the axle differential lock control unit - J647-

Removing

- Switch off ignition.

In some vehicles, the axle differential lock control unit - J647- is covered by noise insulation, depending on the equipment.

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.
- Disconnect plugs -1- and -2-.
- Unscrew the screws -arrow- and remove the axle differential lock control unit - J647-.

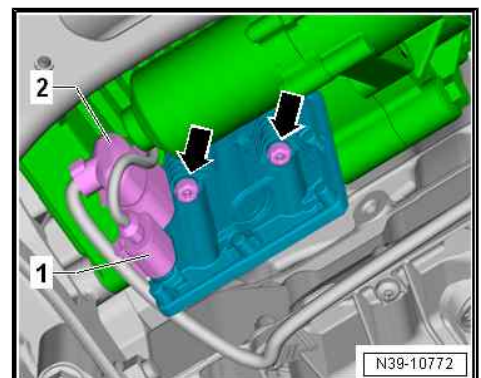
Installing

Installation is carried out in the reverse order; pay attention to the following points:

- Perform a functional test ⇒ [“6.1 Check function”, page 418](#).

Specified torque

- ◆ Axle differential lock control unit - J647- an front axle differential lock
⇒ [“5.1 Summary of components - Components of the front axle differential lock”, page 412](#)
- ◆ Noise insulation ⇒ Body work assembly; Rep. gr. 50





35 – Gears, shafts

1 Drive shaft

⇒ "1.1 Disassembling and assembling the drive shaft", page 308

⇒ "1.2 Modifications in the area of the grooved ball bearing/drive shaft (Octavia II)", page 313

1.1 Disassembling and assembling the drive shaft

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-453 (VW431)-
- ◆ Thrust piece - MP3-4014 (VW 432)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Mandrel - MP3-426 (30-505)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Pipe section - T30041 (2040)-
- ◆ Interior extractor 28 up to 40 mm , e.g. -VAS 251 611- or -Kukko 21-5-
- ◆ Separating tool e. g. -VAS 251 409- or -Kukko 17-1-
- ◆ Separating tool e. g. -VAS 251 411- or -Kukko 17-2-
- ◆ Extractor e. g. -VAS 251 417- or -Kukko 18-1-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-



Note

Insert all bearings on the drive shaft with gear oil.

For vehicles Octavia II

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1 - Circlip

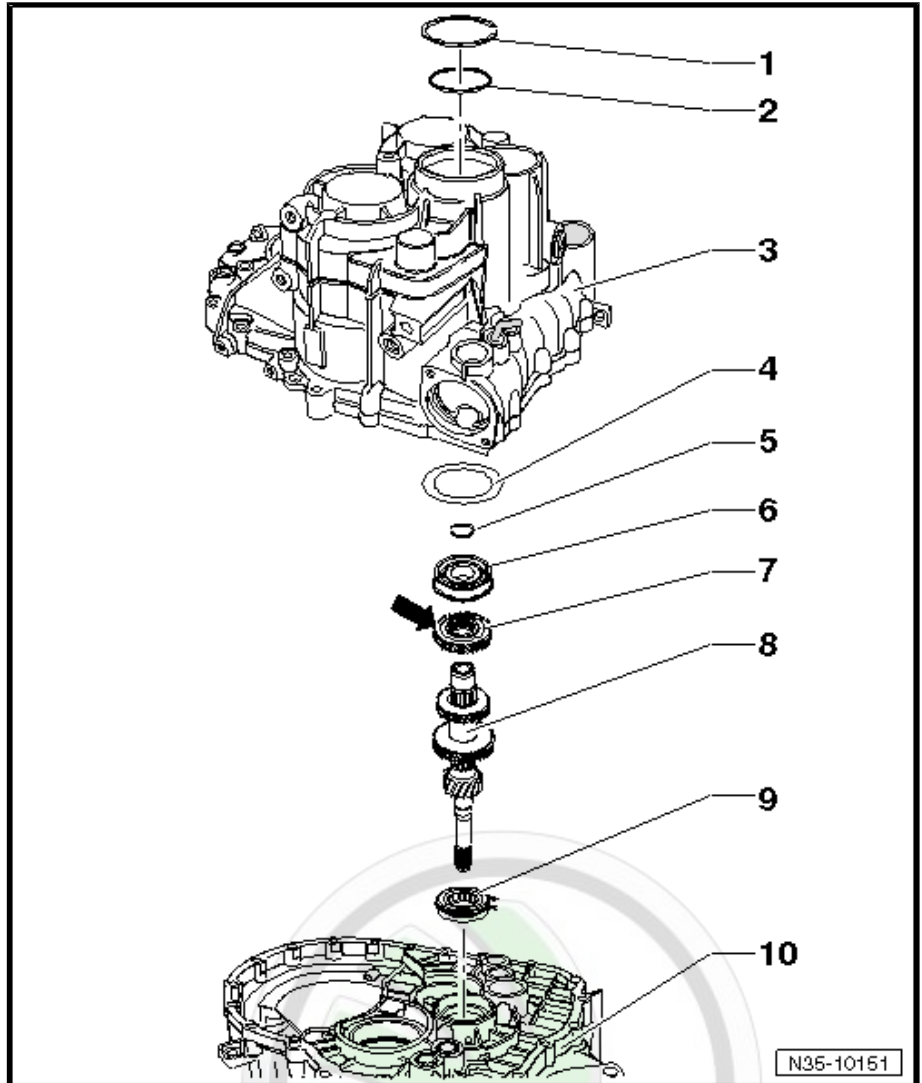
- ❑ Removing and installing
⇒ [“6.5 Mounting sequence up to production date 20/01/2008 \(Octavia II\)”, page 250](#)

2 - Washer

- ❑ Outer diameter = 78.6 mm
- ❑ can only be used on modified gearbox housings (as of production date 04/2006 up to 01/2008)
⇒ [“1.2 Modifications in the area of the grooved ball bearing/drive shaft \(Octavia II\)”, page 313](#)
- ❑ assign components via
⇒ Electronic Catalogue of Original Parts

3 - Gearbox housing

- ❑ adapted for the washers Pos. 2 and Pos. 4 as of production date 04.2006 up to production date 01.2008 in the area of the bearing pedestal for the grooved ball bearing Pos. 6
⇒ [“1.2.1 As of production date 04/2006 up to production date 01/2008”, page 313](#)
- ❑ flattened parts at the grooved ball bearing and at the bearing pedestal of the grooved ball bearing as of production date 02.2008 ⇒ [“1.2.2 From production date 02/2008”, page 314](#)
- ❑ assign components via ⇒ Electronic Catalogue of Original Parts



4 - Washer

- ❑ Outer diameter = 85 mm
- ❑ can only be used on modified gearbox housings (as of production date 04/2006 up to 01/2008)
⇒ [“1.2 Modifications in the area of the grooved ball bearing/drive shaft \(Octavia II\)”, page 313](#)
- ❑ assign components via ⇒ Electronic Catalogue of Original Parts

5 - Circlip

- ❑ Determine the thickness again ⇒ [page 312](#) when replacing the grooved ball bearing Pos. 6 and the drive shaft Pos. 8

6 - Grooved ball bearing

- ❑ always replace ⇒ Electronic Catalogue of Original Parts
- ❑ flattened parts at the grooved ball bearing and at the bearing pedestal of the grooved ball bearing as of production date 02.2008 ⇒ [“1.2.2 From production date 02/2008”, page 314](#)
- ❑ remove ⇒ [page 311](#)
- ❑ inserting ⇒ [page 311](#)

7 - 5th gear pinion

- ❑ remove ⇒ [page 311](#)
- ❑ Fitting position: round groove -arrow- points to the grooved ball bearing pos. 6
- ❑ inserting ⇒ [page 311](#)



8 - Drive shaft

- ☐ with 3rd/4th gear pinion and 6th gear

9 - Roller bearing

- ☐ with circlip
- ☐ removing ⇒ [page 312](#)
- ☐ inserting ⇒ [page 312](#)
- ☐ Fitting position: The circlip in the bearing points towards the drive shaft

10 - Clutch housing

For vehicles Superb II and Yeti

1 - Circlip

- ☐ Removing and installing
⇒ [“6.6 Mounting sequence as of production date 21/01/2008 \(gearbox with circlip A for the cap/drive shaft”, page 262](#)

2 - Gearbox housing

3 - Circlip

- ☐ Determine the thickness again ⇒ [page 312](#) when replacing the grooved ball bearing Pos. 4 and the drive shaft Pos. 6

4 - Grooved ball bearing

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ remove ⇒ [page 311](#)
- ☐ inserting ⇒ [page 311](#)

5 - 5th gear pinion

- ☐ remove ⇒ [page 311](#)
- ☐ Fitting position: round groove -arrow- points to the grooved ball bearing pos. 4
- ☐ inserting ⇒ [page 311](#)

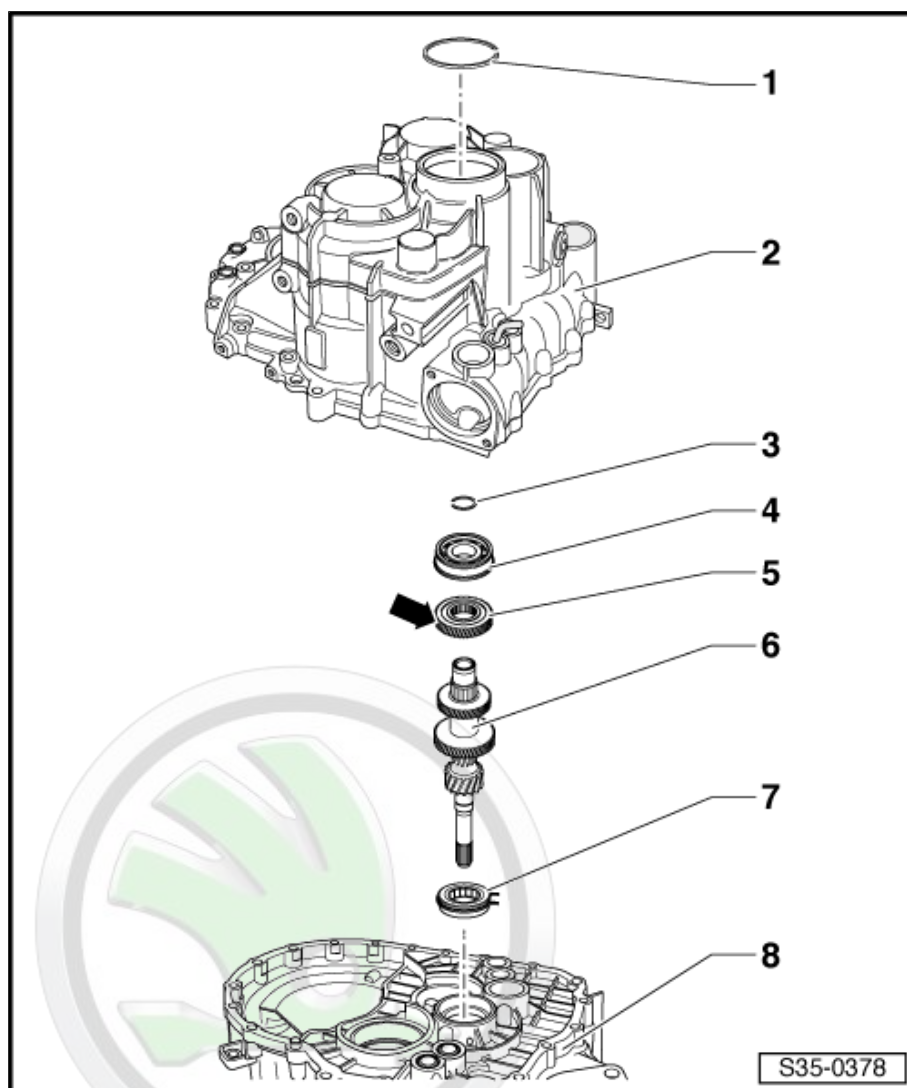
6 - Drive shaft

- ☐ with 3rd/4th gear pinion and 6th gear

7 - Roller bearing

- ☐ with circlip
- ☐ removing ⇒ [page 312](#)
- ☐ inserting ⇒ [page 312](#)
- ☐ Fitting position: The circlip in the bearing points towards the drive shaft

8 - Clutch housing



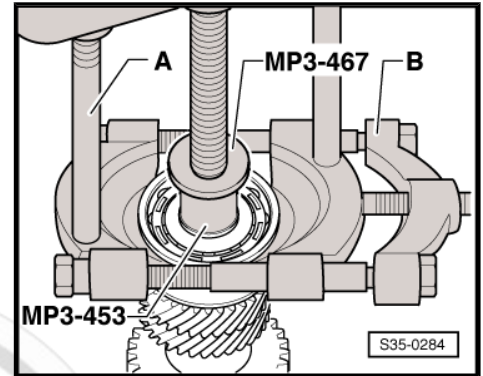
For all vehicles

Remove grooved ball bearing

- First remove the circlip from the drive shaft.
- Before fitting the extractor position thrust piece - MP3-453 (VW431)- and pressure plate - MP3-467 (40-105)- on drive shaft.
- Position the separating device -B- in the round slot for the circlip in the bearing.

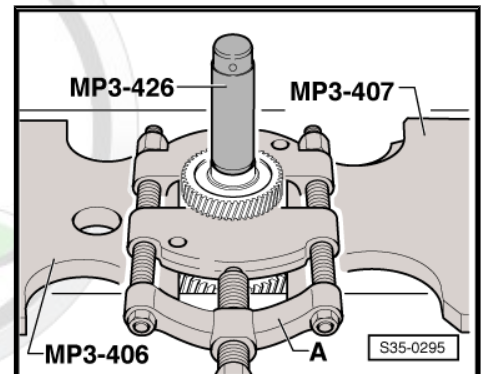
A - Extractor e. g. -VAS 251 417- or -Kukko 18-1-

B - Separating tool e. g. -VAS 251 409- or -Kukko 17-1-



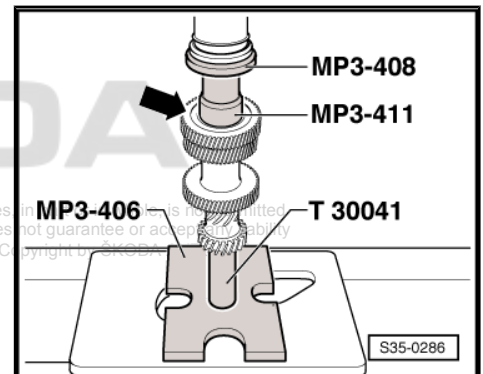
Pressing out the 5th gear pinion

A - Separating tool e. g. -VAS 251 411- or -Kukko 17-2-



Pressing on 5th gear pinion

The groove -arrow- on the gearwheel must point upwards.



Press on grooved ball bearing

Fitting position of grooved ball bearing:

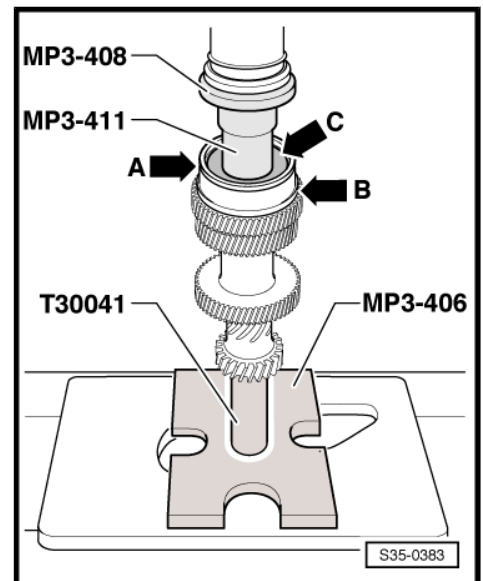
The slot for the circlip points upwards -arrow A- and the shoulder -arrow B- must point towards the 5th gear pinion.



Note

Position the thrust piece - VW 454- in such a way that the seal -arrow C- of the bearing is not damaged.

- Determine the circlip ➔ [page 312](#) and install.



**Determining the circlip**

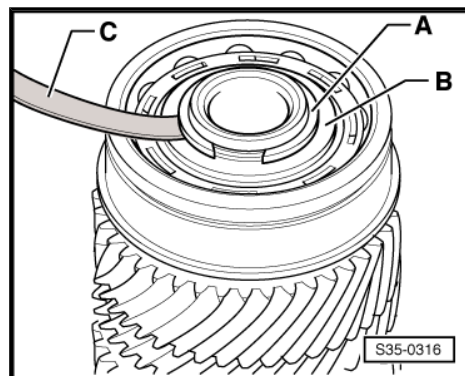
- Insert circlip -A- with a thickness of 1.86 mm in the slot of the drive shaft and push upwards.
- Measure dimension between grooved ball bearing -B- and positioned circlip -A- using a feeler gauge -C-.
- Remove the circlip used to take the measurement.
- Determine the first circlip required according to the table.

**Note**

Assign the circlips via the ➔ *Electronic catalogue of original parts*.

The following circlips are available:

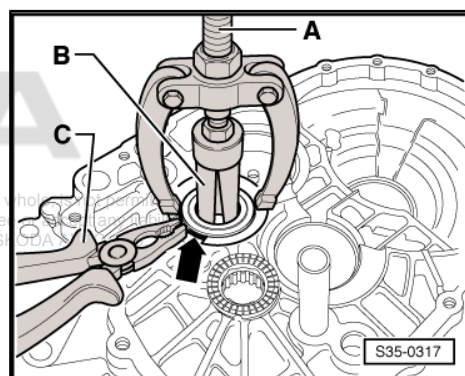
Measured value (mm)	Circlip thickness (mm)	Axial play (mm)
0.01 ... 0.05	1.86	0.01 ... 0.05
0.05 ... 0.07	1.89	0.01 ... 0.05
0.07 ... 0.10	1.92	0.01 ... 0.05
0.10 ... 0.13	1.95	0.01 ... 0.05
0.13 ... 0.16	1.98	0.01 ... 0.05

**Pull out the cylindrical-roller bearing from the clutch housing**

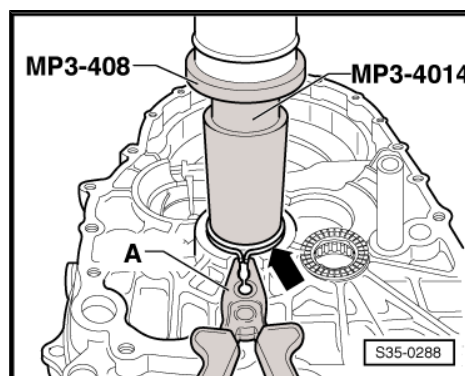
- When removing compress circlip -arrow- of the cylindrical-roller bearing with pliers -C-.

A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

B - Interior extractor , e.g. -VAS 251 611- or -Kukko 21-5-

**Press the cylindrical-roller bearing into the clutch housing**

- When inserting compress circlip -arrow- of the cylindrical-roller bearing with pliers -A-.
- Remove pliers before the cylindrical-roller bearing is in fitting position. The circlip must lock into the clutch housing slot.



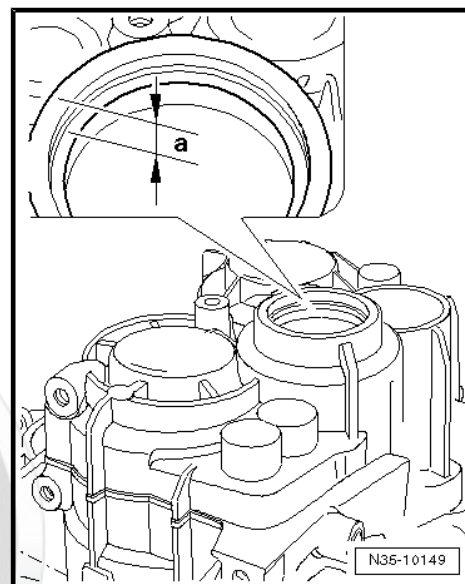
1.2 Modifications in the area of the grooved ball bearing/drive shaft (Octavia II)

1.2.1 As of production date 04/2006 up to production date 01/2008

One washer above and one washer below the bearing pedestal for the grooved ball bearing

⇒ [“1.1 Disassembling and assembling the drive shaft”](#), [page 308](#) Pos. 6.

Above the bearing pedestal:



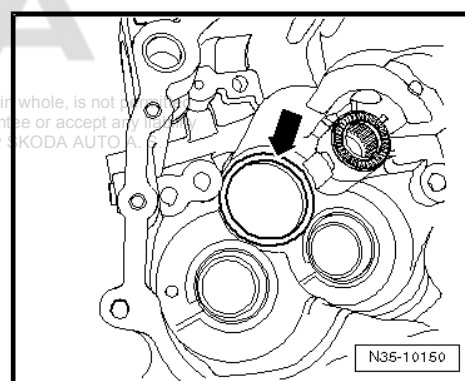
Bearing pedestal		Washer above the bearing pedestal
Up to production date 03/2006	Size “a” 10 mm	no
As of production date 04/2006 up to production date 01/2008	Size “a” 10.7 mm	yes
From production date 02/2008	Below the bearing pedestal: Flattening for the grooved ball bearing	no

Below the bearing pedestal -arrow-:

Slightly deeper as of production date 04/2006 up to production date 01/2008:

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So that the washer below the grooved ball bearing
⇒ [“1.1 Disassembling and assembling the drive shaft”](#), [page 308](#) Pos. 6. can be installed. the bearing pedestal for the grooved ball bearing -arrow- is chamfered slightly deeper.



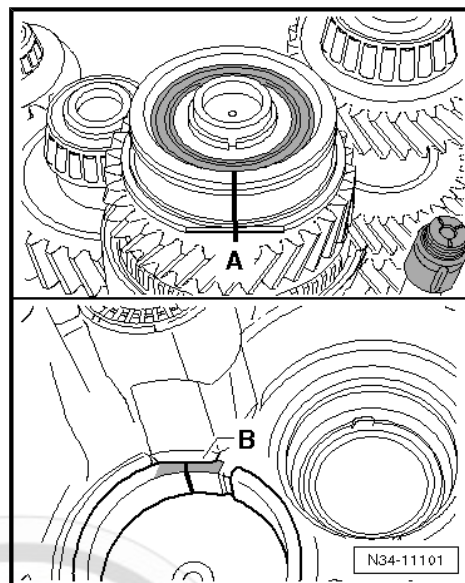
Below the bearing pedestal		Washer below the bearing pedestal
Up to production date 03/2006	not chamfered	no
As of production date 04/2006 up to production date 01/2008	chamfered slightly deeper	yes
From production date 02/2008	Flattened part -B- for the grooved ball bearing -A- ⇒ page 314	no



1.2.2 From production date 02/2008

Flattened parts on the grooved ball bearing -A- and on the bearing pedestal -B- of the gearbox housing

- If the flattened parts are present, a washer must not be inserted above or below the grooved ball bearing.



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2 Output shaft gears 1 through 4

⇒ [“2.1 Disassembling and assembling output shaft gears 1 through 4”, page 315](#)

⇒ [“2.2 Alterations of the synchronization”, page 325](#)

⇒ [“2.3 Setting output shaft gears 1 through 4”, page 331](#)

2.1 Disassembling and assembling output shaft gears 1 through 4

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Mandrel - MP3-448 (VW 408A)-
- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Thrust piece - MP3-453 (VW 431)-
- ◆ Thrust washer - MP3-460 (VW 512)-
- ◆ Pipe section - MP3-461 (VW 519)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Washer - MP6-415 (3260)-
- ◆ Sleeve - T30010 (VW 540/1B)-
- ◆ Gearbox mount - T30027 (VW 801)-
- ◆ Thrust piece - T30042 (2050)-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Adapter - V.A.G 1582/7-
- ◆ Separating tool e. g. -VAS 251 411- or -Kukko 17-2-
- ◆ Extractor e. g. -VAS 251 419- or -Kukko 18-2-
- ◆ Interior extractor 45 up to 58 mm , e.g. -VAS 251 615- or -Kukko 21-7-
- ◆ Interior extractor 56 up to 70 mm , e.g. -VAS 6775- or -Kukko 21-8-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-



Note

- ◆ *If the output shaft or tapered-roller bearing is replaced, it is necessary to adjust the output shaft*
⇒ [“2.3 Setting output shaft gears 1 through 4”, page 331](#) .
- ◆ *Replace both tapered-roller bearings together.*
- ◆ *A modified synchronization for 1st through 3rd gear is used in certain gearboxes*
⇒ [“2.2 Alterations of the synchronization”, page 325](#) . The positions 8 to 12, 14 to 16, 18, 24, 26 to 28 and 30 are affected. Assign components via the ⇒ *Electronic catalogue of original parts* .



1 - Clutch housing

2 - Oil deflecting washer

3 - Curved washer

- ☐ removing ➔ [page 319](#)
- ☐ inserting ➔ [page 319](#)
- ☐ Replace after disassembly

4 - Outer ring/tapered-roller bearing

- ☐ removing ➔ [page 319](#)
- ☐ inserting ➔ [page 319](#)

5 - Inner ring/tapered-roller bearing

- ☐ remove ➔ [page 320](#)
- ☐ inserting ➔ [page 321](#)

6 - Output shaft

- ☐ 1st to 4th gear
- ☐ Adjust
➔ "2.3 Setting output shaft gears 1 through 4",
[page 331](#)

7 - Needle bearing

- ☐ for 2nd gear

8 - Sliding gear for 2nd gear

9 - Synchronizer ring - inner ring for 2nd gear

- ☐ Assignment ➔ Electronic Catalogue of Original Parts
- ☐ check for wear - vehicles up to 10/2009
➔ [page 321](#)
- ☐ check for wear - vehicles as of 11/2009 ➔ [page 326](#)
- ☐ Check pegs for traces of wear
- ☐ Fitting position - vehicles up to 10/2009 ➔ [page 321](#)
- ☐ Fitting position - vehicles as of 11/2009 ➔ [page 325](#)

10 - Outer ring for 2nd gear

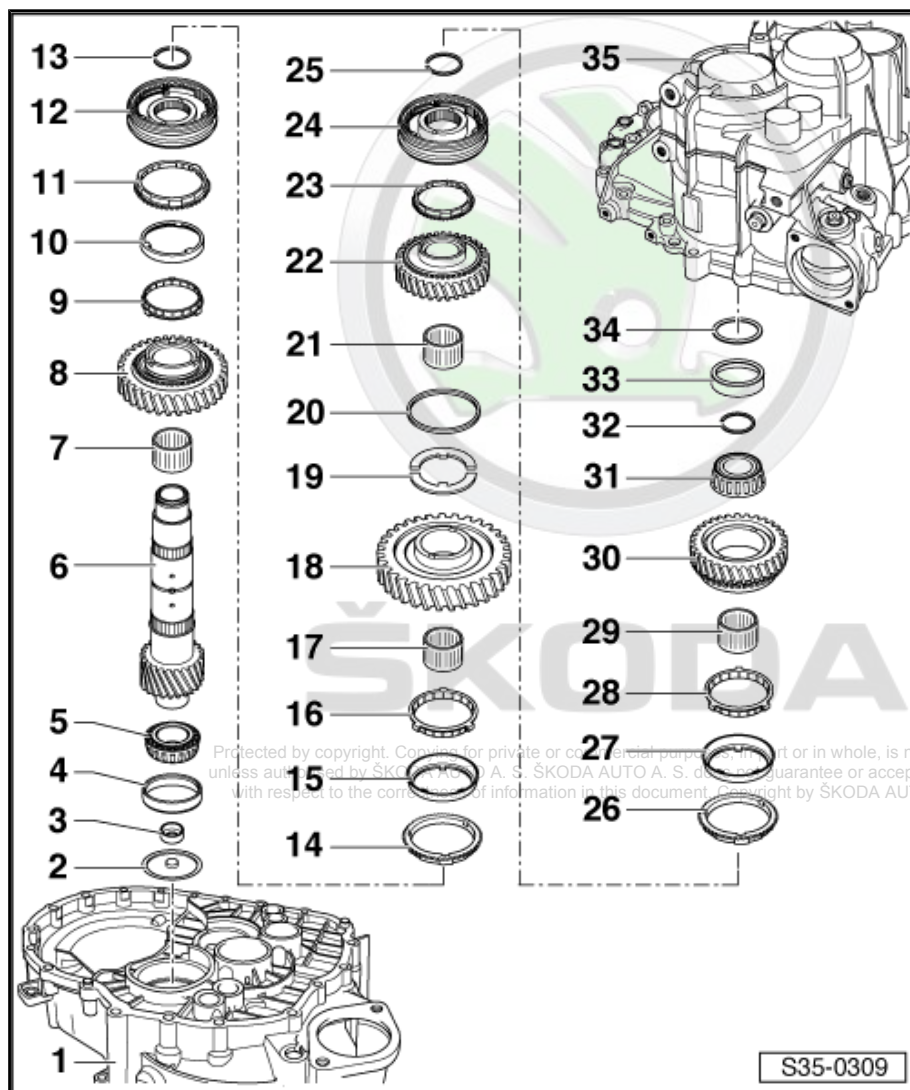
- ☐ Assignment ➔ Electronic Catalogue of Original Parts
- ☐ place on the synchronizer ring pos. 9
- ☐ replace if there are any traces of scoring or friction
- ☐ Fitting position - vehicles up to 10/2009 ➔ [page 321](#)
- ☐ Fitting position - vehicles as of 11/2009 ➔ [page 325](#)

11 - 2nd gear synchronizer ring

- ☐ Assignment ➔ Electronic Catalogue of Original Parts
- ☐ check for wear - vehicles up to 10/2009 ➔ [page 321](#)
- ☐ check for wear - vehicles as of 11/2009 ➔ [page 326](#)
- ☐ Fitting position - vehicles up to 10/2009 ➔ [page 321](#)
- ☐ Fitting position - vehicles as of 11/2009 ➔ [page 325](#)

12 - Sliding sleeve with 1st and 2nd gear synchronizer body

- ☐ after removing the circlip pos. 13 press off together with the 2nd gear sliding gear ➔ [page 320](#)



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- ☐ disassembling ⇒ [page 322](#)
- ☐ Assembling sliding sleeve/synchronizer body ⇒ [page 322](#)
- ☐ Fitting position ⇒ [page 322](#)
- ☐ inserting ⇒ [page 322](#)

13 - Circlip

14 - 1st gear synchronizer ring

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ check for wear - vehicles up to 10/2009 ⇒ [page 321](#)
- ☐ check for wear - vehicles as of 11/2009 ⇒ [page 326](#)
- ☐ Fitting position - vehicles up to 10/2009 ⇒ [page 321](#)
- ☐ Fitting position - vehicles as of 11/2009 ⇒ [page 327](#)
- ☐ insert in such a way that the recesses lock into the arresters of the sliding sleeve Pos. 12

15 - Outer ring for 1st gear

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ insert into synchroniser ring Pos. 14, installation position ⇒ [page 323](#)
- ☐ replace if there are any traces of scoring or friction
- ☐ Fitting position - vehicles up to 10/2009 ⇒ [page 321](#)
- ☐ Fitting position - vehicles as of 11/2009 ⇒ [page 327](#)

16 - Synchronizer ring - inner ring for 1st gear

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ check for wear - vehicles up to 10/2009 ⇒ [page 321](#)
- ☐ check for wear - vehicles as of 11/2009 ⇒ [page 326](#)
- ☐ Check pegs for traces of wear
- ☐ Fitting position - vehicles up to 10/2009 ⇒ [page 323](#)
- ☐ Fitting position - vehicles as of 11/2009 ⇒ [page 327](#)

17 - Needle bearing

- ☐ for 1st gear

18 - Sliding gear for 1st gear

- ☐ Fitting position ⇒ [page 323](#)

19 - Thrust washers

- ☐ 1st and 4th gear
- ☐ Qty. 2
- ☐ Insert peg of thrust washer into the hole of the output shaft

20 - Washer

- ☐ holds the thrust washers pos. 19 in the correct position on the output shaft

21 - Needle bearing

- ☐ for 4th gear

22 - Sliding gear for 4th gear

23 - 4th gear synchronizer ring

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ check for wear - vehicles up to 05/2010 ⇒ [page 324](#)
- ☐ check for wear - vehicles as of 06/2010 ⇒ [page 329](#)

24 - Sliding sleeve with 3rd and 4th gear synchronizer body

- ☐ after removing the circlip pos. 25, remove with the 4th gear sliding gear ⇒ [page 320](#)
- ☐ disassembling ⇒ [page 322](#)
- ☐ Fitting position sliding sleeve with synchronizer body ⇒ [page 323](#)
- ☐ Assemble sliding sleeve/synchronizer body ⇒ [page 322](#) and ⇒ [page 322](#)



- ☐ inserting ➔ [page 324](#)

25 - Circlip

26 - 3rd gear synchronizer ring

- ☐ Assignment ➔ Electronic Catalogue of Original Parts
- ☐ check for wear - vehicles up to 05/2010 ➔ [page 321](#)
- ☐ check for wear - vehicles as of 06/2010 ➔ [page 329](#)
- ☐ Fitting position - vehicles up to 05/2010 ➔ [page 321](#)
- ☐ Fitting position - vehicles as of 06/2010 ➔ [page 330](#)

27 - Outer ring for 3rd gear

- ☐ Assignment ➔ Electronic Catalogue of Original Parts
- ☐ Insert into the synchronizer ring Pos. 26, fitting position - vehicles up to 05/2010 ➔ [page 323](#)
- ☐ replace if there are any traces of scoring or friction
- ☐ Fitting position - vehicles up to 05/2010 ➔ [page 323](#)
- ☐ Fitting position - vehicles as of 06/2010 ➔ [page 330](#)

28 - Synchronizer ring - inner ring for 3rd gear

- ☐ Assignment ➔ Electronic Catalogue of Original Parts
- ☐ check for wear - vehicles up to 05/2010 ➔ [page 321](#)
- ☐ check for wear - vehicles as of 06/2010 ➔ [page 328](#)
- ☐ Check pegs for traces of wear
- ☐ Fitting position - vehicles up to 05/2010 ➔ [page 323](#)
- ☐ Fitting position - vehicles as of 06/2010 ➔ [page 330](#)

29 - Needle bearing

- ☐ for 3rd gear

30 - Sliding gear for 3rd gear

- ☐ Fitting position ➔ [page 323](#)

31 - Inner ring/tapered-roller bearing

- ☐ remove ➔ [page 320](#)
 - ☐ inserting ➔ [page 324](#)
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32 - Circlip

- ☐ Determine the thickness again ➔ [page 324](#) when replacing the tapered-roller bearing Pos. 31 and the output shaft Pos. 6

33 - Outer ring/tapered-roller bearing

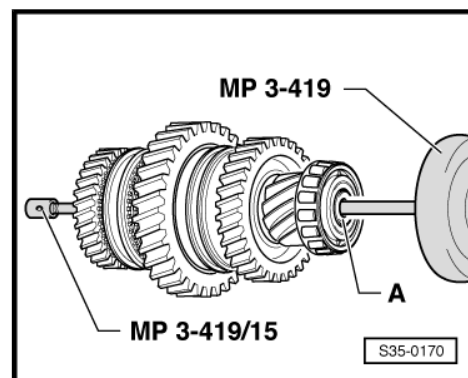
- ☐ removing ➔ [page 325](#)
- ☐ inserting ➔ [page 325](#)

34 - Adjusting washer

- ☐ Determine thickness ➔ ["2.3 Setting output shaft gears 1 through 4", page 331](#)

35 - Gearbox housing

Removing curved washer -A- from the output shaft



Press curved washer into the output shaft

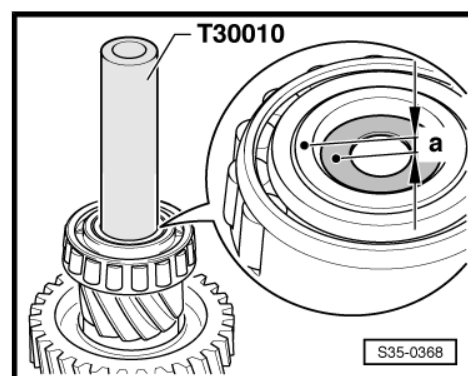
- Press curved washer up to the dimension -a- into the output shaft.

Dimension -a- = 2 mm + 0.5 mm.



Note

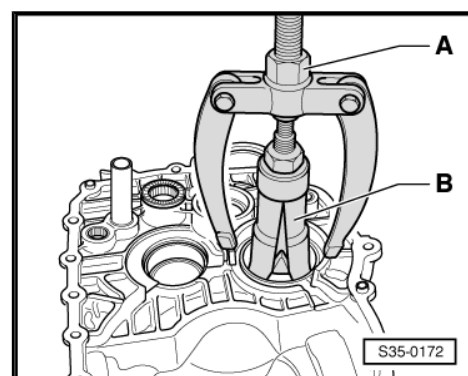
Press in curved washer max. 3 mm - not deeper.



Remove outer ring/tapered-roller bearing

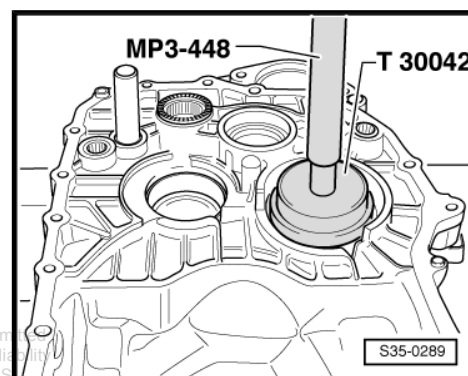
A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

B - Interior extractor , e.g. -VAS 6775- or -Kukko 21-8-



Press outer ring/tapered-roller bearing into the clutch housing

- Support the clutch housing with a pipe section - MP3-450 (VW 415A)- directly below the bearing support.



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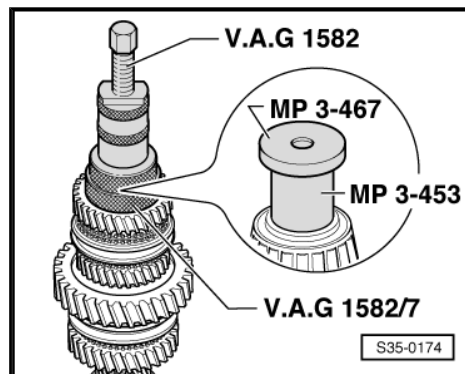
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Pressing off inner ring/tapered-roller bearing

- First remove the circlip.
- Before fitting the extractor, position thrust piece - MP3-453- in output shaft and lay pressure plate - MP3-467- over it.



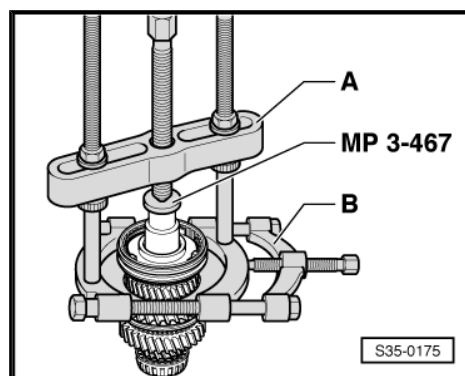
Pressing off 3rd and 4th gear synchronizer body/sliding with sliding gear for 4th gear

- First remove the circlip.
- A - Extractor e. g. -VAS 251 419- or -Kukko 18-2-
- B - Separating tool e. g. -VAS 251 411- or -Kukko 17-2-



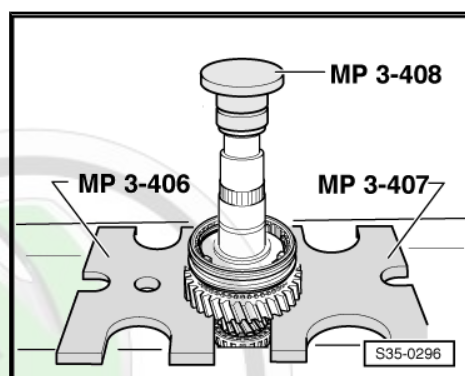
Note

- ♦ *If necessary, heat the 3rd and 4th gear synchronizer body with a hot-air blower.*
- ♦ *After removing, inspect the running gear of the 4th gear sliding gear for damage.*



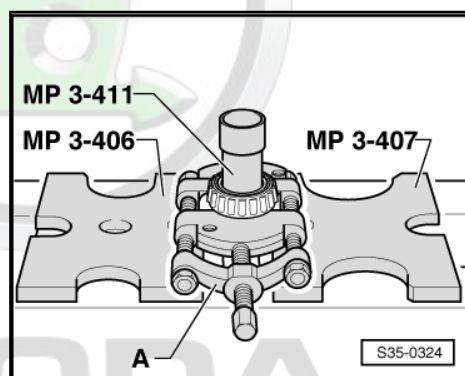
Sliding sleeve and synchronizer body for the 1st and 2nd gear

After removing the circlip jointly press off the 2nd gear sliding gear and the sliding sleeve/synchronizer body.

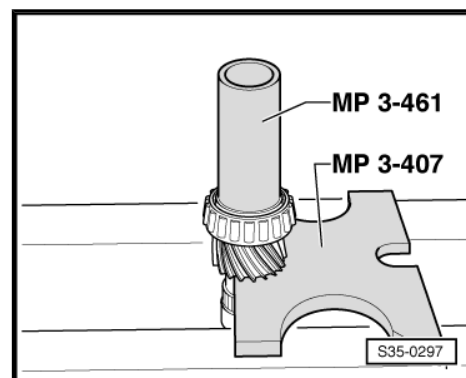


Pressing off inner ring/tapered-roller bearing

- A - Separating tool e. g. -VAS 251 411- or -Kukko 17-2-



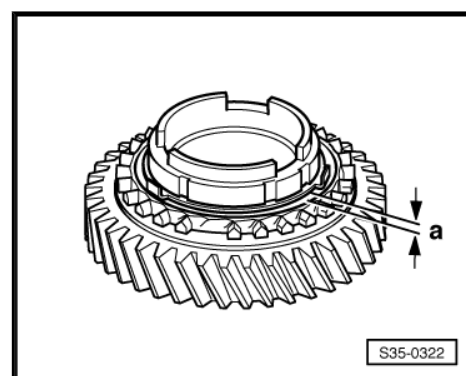
Press on inner ring/tapered-roller bearing



Check 1st. 2nd and 3rd gear inner ring for wear

- Press the inner ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

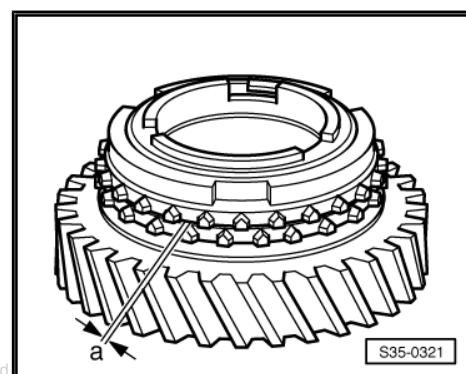
Dimension -a-	Installation dimension	Wear limit
1st, 2nd and 3rd Gang	0.75 ... 1.25 mm	0.3 mm



Check 1st. 2nd and 3rd gear synchronizer rings for wear

- Press the synchronizer ring, outer ring and inner ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

Dimension -a-	Installation dimension	Wear limit
1st, 2nd and 3rd Gang	1.2 ... 1.8 mm	0.5 mm



Fitting position of the outer ring, inner ring and 2nd gear synchronizer ring

- Position the inner ring -A- on the 2nd gear sliding gear.

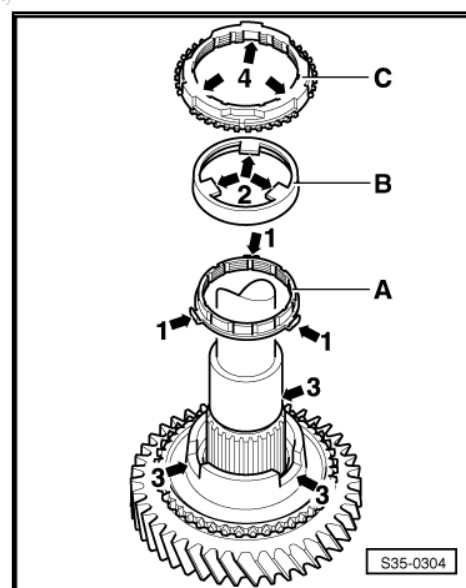
The angled lands -arrow 1- point towards the outer ring -B-.

- Position the outer ring -B-.

Lock the lands -arrows 2- in the recesses -arrows 3- of the sliding gear.

- Position the synchronizer ring -C-.

Lock the recesses -arrows 4- in the lands -arrows 1- of the inner ring -A-.



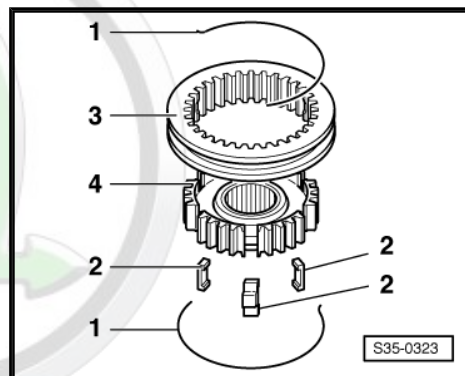


Disassembling and assembling the sliding sleeve and 1st. 2nd. 3rd and 4th gear synchronizer body

- 1 - Spring
- 2 - Arresters
- 3 - Sliding sleeve
- 4 - Synchronizer body

- Slide the sliding collar over the synchro hub into installation position ➔ [page 322](#) or ➔ [page 323](#) .

The recesses for the arresters on the synchronizer body and the sliding sleeve must be positioned above one another.

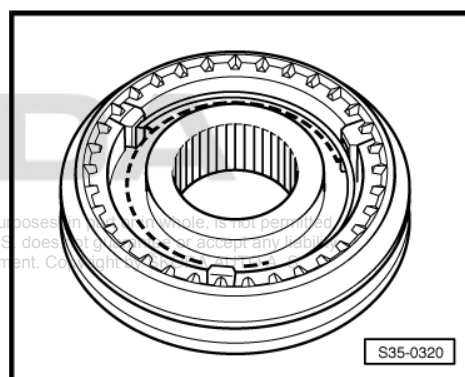


Assemble the sliding collar and synchro hub 1st, 2nd, 3rd, and 4th gear

The sliding sleeve is drawn over the synchronizer body.

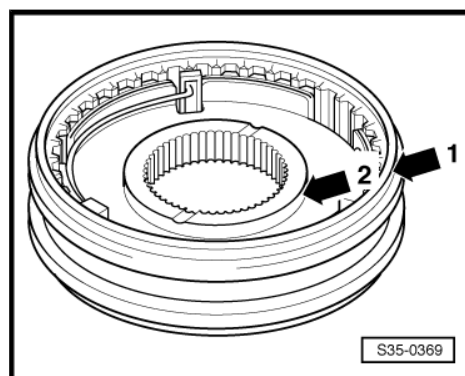
- Insert arresters and install springs with 120° offset. The angled end of the spring must grip into the hollow arrester.

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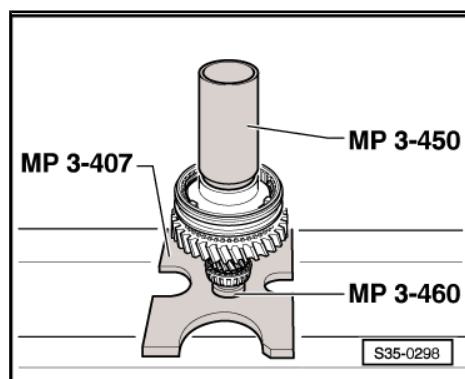
Fitting position of the 1st and 2nd gear sliding sleeve/synchronizer body

If applicable, the chamfer -arrow 1- on the sliding sleeve and the narrow collar -arrow 2- of the synchronizer body point to the 1st gear.



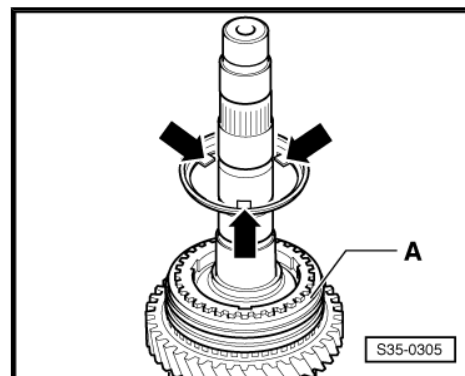
Press on the sliding sleeve/1st and 2nd gear synchronizer body

- Install circlip.



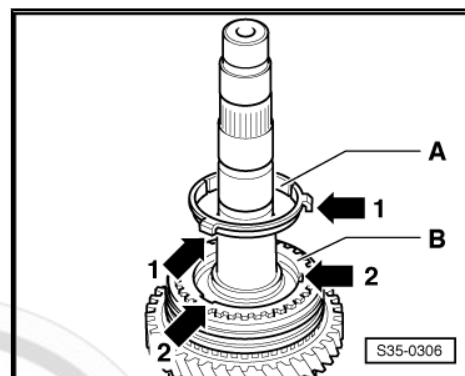
Fitting position: 1st or 3rd gear outer ring

The pegs -arrows- point towards the synchronizer body/sliding gear -A-.



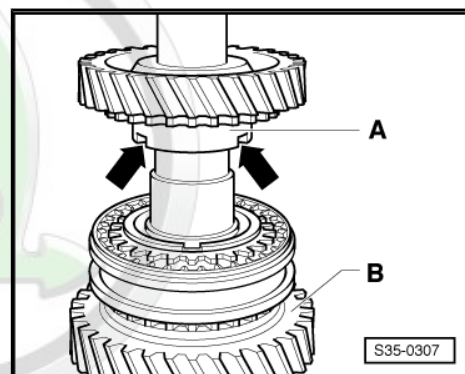
Fitting position for synchronizer ring -A- (inner ring 1st or 3rd gear)

The pegs -arrow 1- lock into the recesses -arrow 2- of the synchronizer ring -B-.



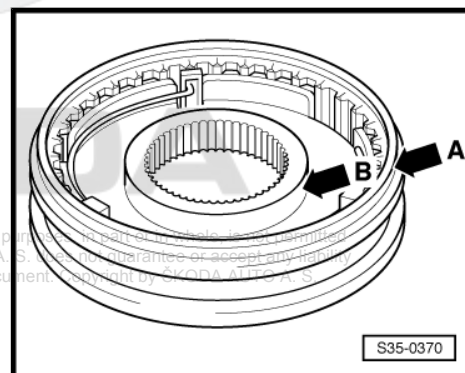
Fitting position 1st and 3rd gear sliding gear

The higher collar -A- points towards the 2nd or 4th gear -B-. The recesses in the collar -arrows- lock into the pegs of the outer ring [⇒ page 323](#).



Fitting position of the sliding sleeve/3rd and 4th gear synchronizer body

The shoulder -arrow A- on the sliding sleeve and the wide collar of the synchronizer body -arrow B- point to the 3rd gear.



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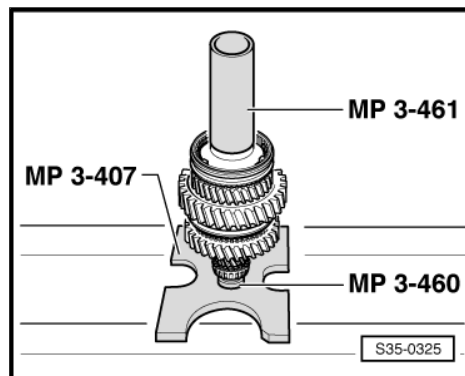
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Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

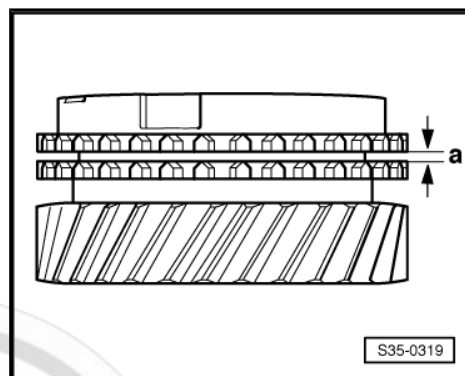
Press on the synchronizer body with the 3rd and 4th gear sliding sleeve

- Install circlip.

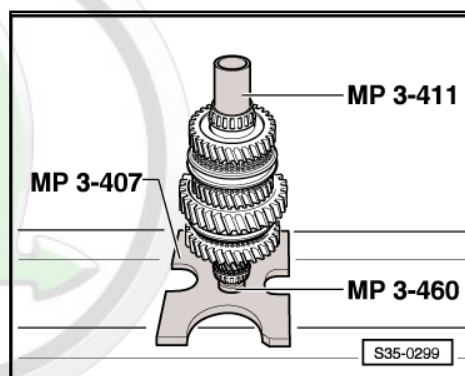
**Checking 4th gear synchronizer ring for wear**

- Press the synchronizer ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

Dimension -a-	Installation dimension	Wear limit
4th gear	1.0 ...1.7 mm	0.5 mm

**Press on inner ring/tapered-roller bearing**

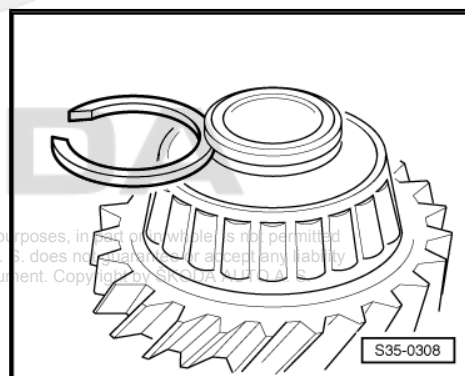
- Determine the circlip ➤ [page 324](#) and install.

**Determining the circlip**

- Determine the thickest circlip - that can be fitted - and insert.

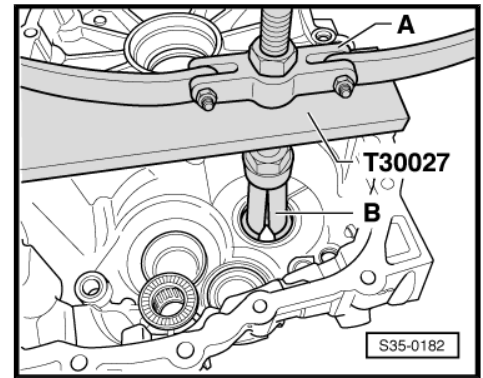
The following circlips are available:

Thickness (mm)	Part number
1.79	02M 311 187 G
1.83	02M 311 187 F
1.86	02M 311 187 E
1.89	02M 311 187 D
1.92	02M 311 187 C
1.95	02M 311 187 B
1.98	02M 311 187 A



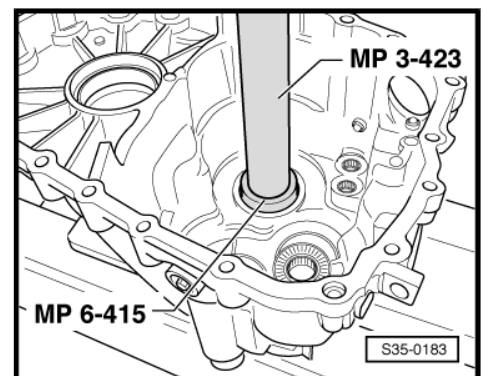
Remove outer ring/tapered-roller bearing from the gearbox housing

- A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-
B - Interior extractor , e.g. -VAS 251 615- or -Kukko 21-7-



Press in outer ring/tapered-roller bearing in the gearbox housing

- Position adjusting washer under outside ring.
- Support the gearbox housing with a pressure plate - T30042- directly below the bearing support.



2.2 Alterations of the synchronization

2.2.1 Alteration of the 1st and 2nd gear synchronisation as of 11/2009

These modification measures affect the following components:

- ◆ 1st and 2nd gear sliding gears
- ◆ 1st and 2nd gear synchronizer rings
- ◆ Sliding sleeve with 1st and 2nd gear synchronizer body

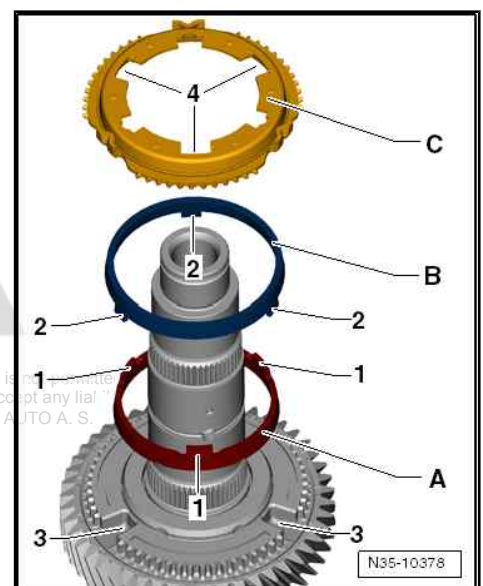


Note

- ◆ Assign components via the ⇒ *Electronic catalogue of original parts* .
- ◆ If components are not replaced, make sure that they are assigned again to the original gear.
- ◆ Check synchronizer rings for wear ⇒ [page 326](#) or ⇒ [page 326](#) .

Fitting position of the inner ring, outer ring and 2nd gear synchronizer ring as of 11/2009

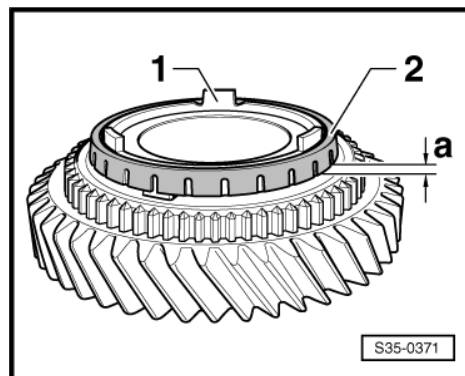
- Position the inner ring -A- on the sliding gear -3-.
- Position the outer ring -B-.
- The pegs -2- of the outer ring -B- must be inserted into the recesses of the sliding gear -3-.
- Position the synchronizer ring -C-.
- The drivers -1- of the inner ring -A- must be inserted into the deeper recesses -4- of the synchronizer ring -C-.



**Inspect the inner friction surface of the outer ring -2- for wear**

- First position the inner ring -1- and subsequently the outer ring -2- in the fitting position on the sliding gear ➔ [page 325](#) .
- Press the outer ring onto the cone of the inner ring and measure the gap -a- (between sliding gear and outer ring) at 3 points. offset by 120°. with a feeler gauge. Note the mean value.

Dimension -a-	Wear limit
1st and 2nd gear	0.4 mm

**Check the outer friction surface of the outer ring for wear**

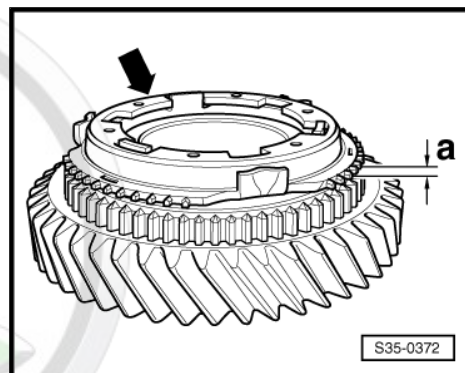
- Inspect synchronizer ring -arrow- on the inner friction surface for scoring and radial bearing marks. replace if necessary.
- Position inner ring, outer ring and synchronizer ring in fitting position ➔ [page 325](#) on the sliding gear and »screw in«.

**Note**

»Turn« means: turn synchronizer rings by one revolution while pressing on the rings simultaneously.

- Then measure the gap -a- at 3 points. offset by 120°. with a feeler gauge . Note the mean value.

Dimension -a-	Wear limit
1st and 2nd gear	0.8 mm

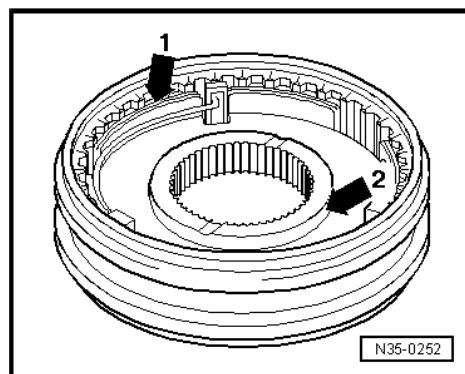
**Note**

- ◆ When measuring, insert the feeler gauge into the synchroniser ring teeth area.
- ◆ When measuring, do not push the feeler gauge under the outer ring. only measure the gap -a- between sliding gear and synchronizer ring.
- ◆ Replace the inner ring, outer ring and synchronizer ring together for the relevant gear ➔ *Electronic Catalogue of Original Parts* .

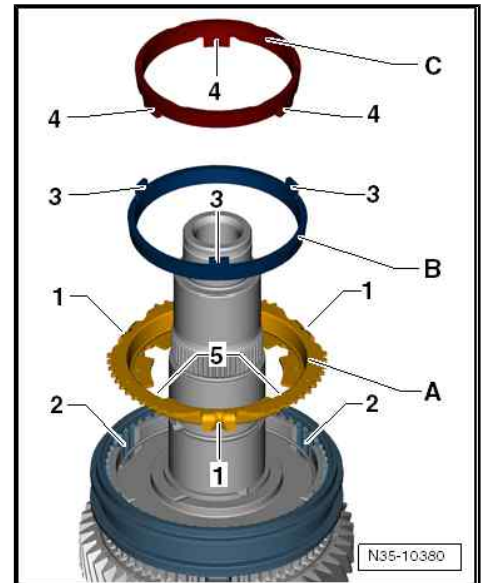
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Fitting position of the 1st and 2nd gear sliding sleeve/synchronizer body

The groove marking -arrow 1- and the narrow collar -arrow 2- of the synchronizer body point to the 1st gear.

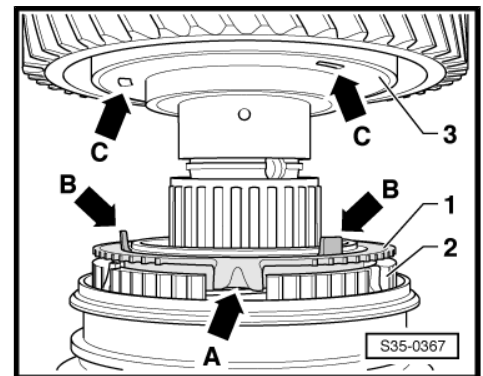


Fitting position of the synchronizer ring, outer ring and 1st gear inner ring as of 11/2009



Position 1st gear sliding gear on the output shaft as follows

- First the synchronizer ring -1- must be inserted with the three drivers -arrow A- into the recesses of the synchronizer body -2-.
- Then position the outer ring and the inner ring in the fitting position ➔ [page 325](#) .
- During installation, subsequently turn the 1st gear sliding gear -3- in such a way that the pegs -arrow B- on the outer ring are inserted into the recesses -arrow C- of the sliding gear.



2.2.2 Alteration of the 3rd and 4th gear synchronisation as of 06/2010

These modification measures affect the following components:

- ◆ 3rd and 4th gear sliding gears
- ◆ 3rd and 4th gear synchronizer rings
- ◆ Sliding sleeve with 3rd and 4th gear synchronizer body



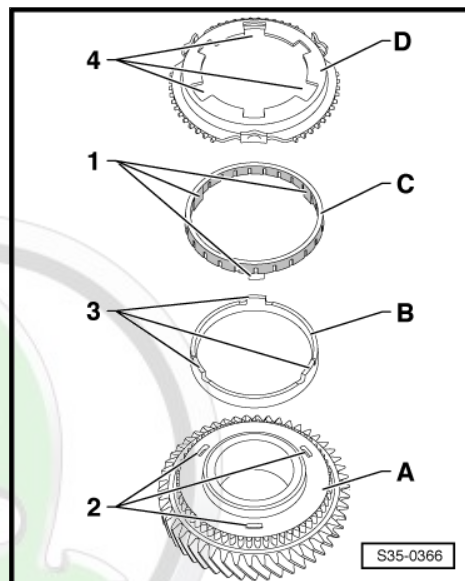
Note

- ◆ Assign components via the ⇒ *Electronic catalogue of original parts*.
- ◆ If components are not replaced, make sure that they are assigned again to the original gear.
- ◆ Check 3rd gear synchronizer rings for wear ⇒ [page 328](#) or ⇒ [page 329](#).
- ◆ Check 4th gear synchronizer ring for wear ⇒ [page 329](#).

3rd gear synchronisation as of 06/2010

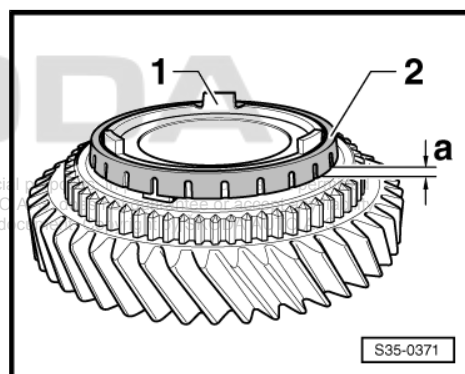
Fitting position of 3rd gear synchronizer rings

- Position inner ring -B- onto the sliding gear -A-.
- Position outer ring -C-.
- The pegs -1- of the outer ring -C- must be inserted into the recesses -2- of the sliding gear -A-.
- Position the synchronizer ring -D-.
- The drivers -3- of the inner ring -A- must be inserted into the deeper recesses -4- of the synchronizer ring -D-.



Inspect the inner friction surface of the outer ring -2- for wear

- First position the inner ring -1- and subsequently the outer ring -2- in the fitting position on the sliding gear ⇒ [page 328](#).
- Press the outer ring onto the cone of the inner ring and measure the gap -a- (between sliding gear and outer ring) at 3 points, offset by 120°. with a feeler gauge. Note the mean value.



Dimension -a-	Wear limit
3rd gear	0.4 mm

Check the outer friction surface of the outer ring for wear

- Inspect synchronizer ring -arrow- on the inner friction surface for scoring and radial bearing marks. replace if necessary.
- Position inner ring, outer ring and synchronizer ring in fitting position ⇒ [page 328](#) on the sliding gear and »screw in«.

Note

»Turn« means: turn synchronizer rings by one revolution while pressing on the rings simultaneously.

- Then measure the gap -a- at 3 points. offset by 120°. with a feeler gauge . Note the mean value.

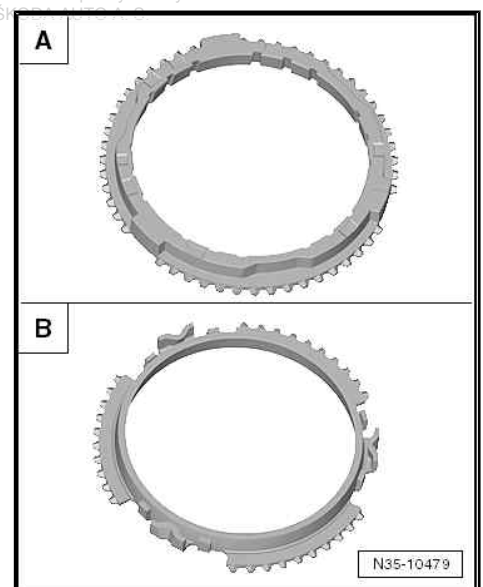
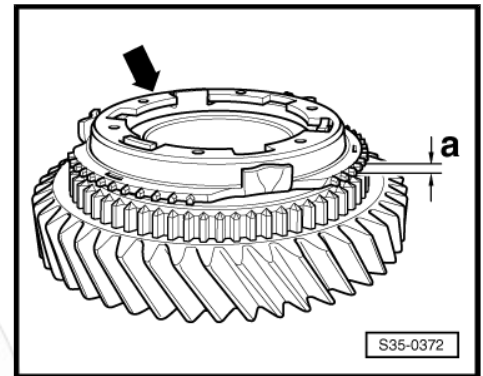
Dimension -a-	Wear limit
3rd gear	0.8 mm

Note

- ◆ When measuring, insert the feeler gauge into the synchroniser ring teeth area.
- ◆ When measuring, do not push the feeler gauge under the outer ring. only measure the gap -a- between sliding gear and synchronizer ring.
- ◆ Replace the inner ring, outer ring and synchronizer ring together for the relevant gear ⇒ *Electronic Catalogue of Original Parts* .

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Checking 4th gear synchronizer ring for wear

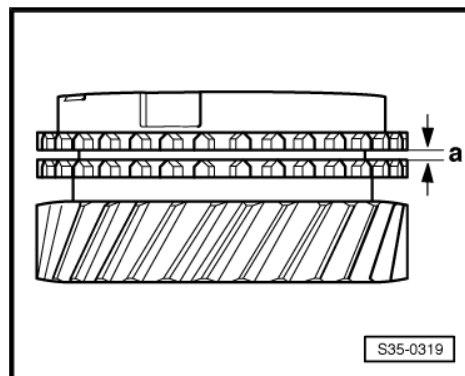




- Press the synchronizer ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

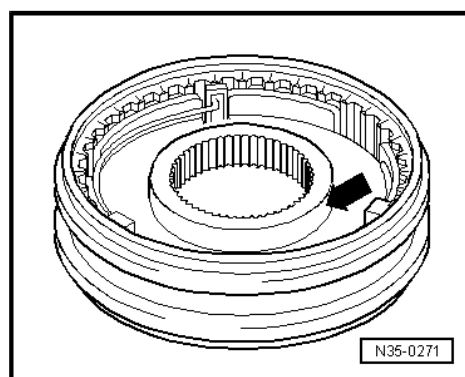
-A- synchronizer ring made of brass		
Clearance -a-	Installation dimension	Wear limit
4th gear	1.0 ... 1.7 mm	0.5 mm

--B-- synchronizer ring made of steel sheet		
Clearance -a-	Installation dimension	Wear limit
4th gear	1.3 ... 2.4 mm	0.8 mm

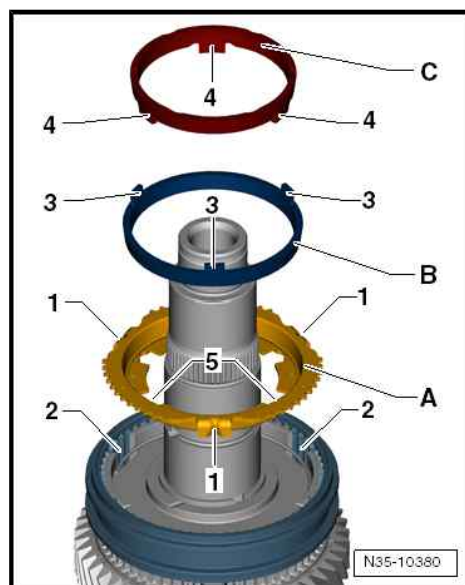


Fitting position of the sliding sleeve/3rd and 4th gear synchronizer body

The wider collar of the synchronizer body -arrow- points towards the 3rd gear.

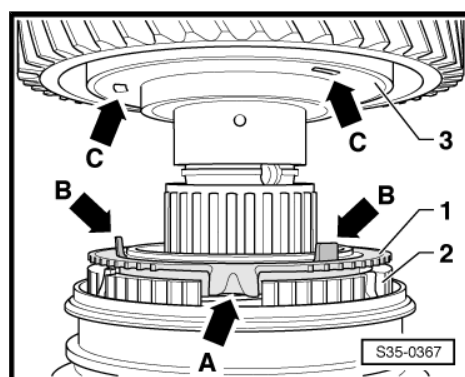


Fitting position of the synchronizer ring, outer ring and 3rd gear inner ring as of 06/2010



Position 3rd gear sliding gear on the output shaft as follows

- The synchronizer ring -1- must be inserted with the three drivers -arrow A- into the recesses on the synchronizer body -2-.
- Position the outer ring and the inner ring in the fitting position [⇒ page 330](#).
- During installation, subsequently turn the 3rd gear sliding gear -3- in such a way that the pegs -arrow B- on the outer ring are inserted into the recesses -arrow C- of the sliding gear.



2.3 Setting output shaft gears 1 through 4

Special tools and workshop equipment required

- ◆ Washer - MP6-415 (3260)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Universal dial gauge bracket - MP3-447 (VW 387)-
- ◆ Gearbox mount - T30027 (VW 801)-
- ◆ Thrust piece - T30042 (2050)-
- ◆ Assembly tool - T30069 (VW 792)-
- ◆ Interior extractor 45 up to 58 mm , e.g. -VAS 251 615- or -Kukko 21-7-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

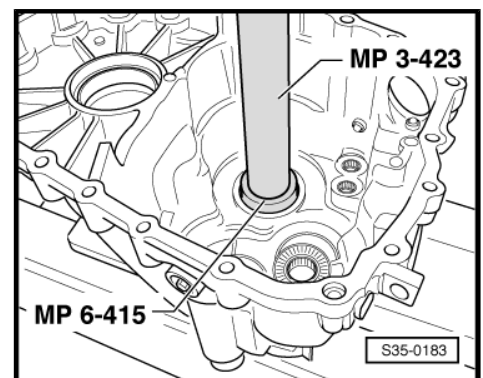
(Determine adjusting washer for output shaft)

The output shaft must be re-set when the following components are replaced:

- ◆ Gearbox housing
- ◆ Clutch housing
- ◆ Output shaft gears 1 through 4
- ◆ Tapered-roller bearing for output shaft

Requirements

- Sealing surfaces of clutch and gearbox housing must be removed of sealant residues.
- During the measurement. only install the output shaft to be measured.
- Press outer ring/tapered-roller bearing with a 1.70 mm thick adjusting washer into the gearbox housing. While doing so support the gearbox housing with a pressure plate - T30042- directly below the bearing support.
- Insert complete output shaft gears 1 through 4 into the clutch housing.

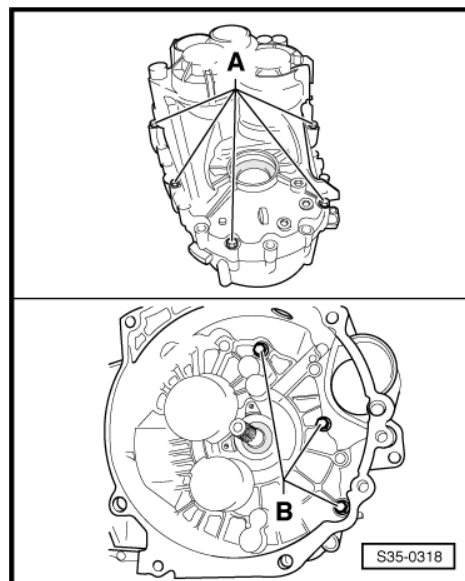


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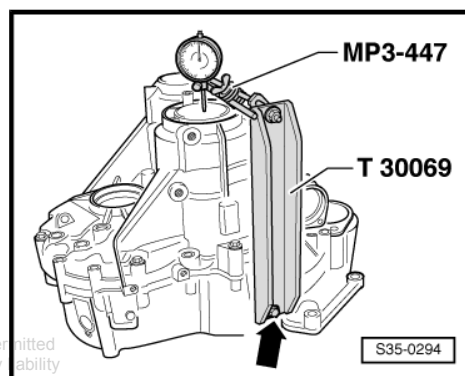
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- Fit on gearbox housing and tighten screws -A- and -B- crosswise with tightening torque.



- Mount the measuring tools and secure with screw -arrow- to the clutch housing.
- Set dial gauge (3 mm measuring range) to “0” with a 1 mm bias.
- Slacken fixing screws of clutch housing/gearbox housing crosswise. until the screws release the gearbox housing or the output shaft.
- Read off the measured value on dial gauge and note (example: 0.14 mm).

**Note**

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If no measured value is displayed on the dial gauge when loosening the fixing screws of the clutch housing/gearbox housing, install the adjusting washer 1.95 mm or if necessary the adjusting washer 2.20 mm for the measurement.

2.3.1 Determine thickness of the adjusting washer

The prescribed bearing preload is reached by removing the established measured value (0.14 mm) from the inserted adjusting washer (1.70 mm) and by adding a constant compression value (0.20 mm).

Example

inserted washer	1.70 mm
- measured value	0.14 mm
+ compression (constant value)	0.20 mm
Thickness of the adjusting washer	1.76 mm

- Determine thickness of the adjusting washer according to the table ⇒ [page 333](#) .

- Remove the gearbox housing and pull the outer ring/tapered roller bearing out of the gearbox housing.

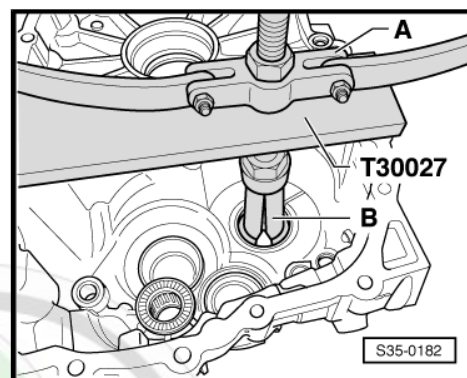
A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

B - Interior extractor , e.g. -VAS 251 615- or -Kukko 21-7-

- Remove the inserted adjusting washer (1.70 mm thick) from the gearbox housing.

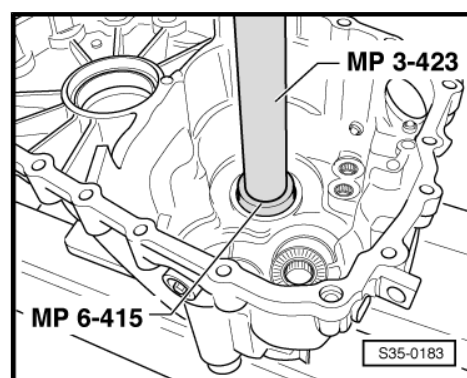
Adjusting washer table

Thickness (mm)	Part number
1.45	084 409 383 AG
1.50	084 409 383 AH
1.55	084 409 383 AJ
1.60	084 409 383 AK
1.65	084 409 383 AL
1.70	084 409 383 AM
1.75	084 409 383 AN
1.80	084 409 383 AP
1.85	084 409 383 AQ
1.90	084 409 383 AR
1.95	084 409 383 AS
2.00	084 409 383 AT
2.05	084 409 383 BA
2.10	084 409 383 BB
2.15	084 409 383 BC
2.20	084 409 383 BD
2.25	084 409 383 BE



The various thicknesses make it possible to achieve the exact shim thickness required.

- Outer ring/tapered roller bearing with the determined adjusting washer (in the example: 1.75 mm). While doing so support the gearbox housing with a pressure plate - T30042- directly below the bearing support.



2.3.2 Control measurement

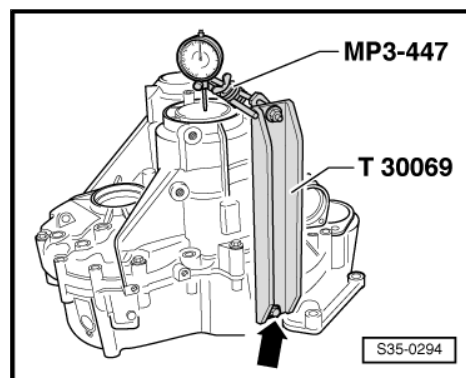
- Determined adjusting washer fitted.

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Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

- Mount the measuring tools and secure with screw -arrow- to the clutch housing.
- Set dial gauge (3 mm measuring range) to “0” with a 1 mm bias.
- Slacken fixing screws of clutch housing/gearbox housing crosswise. until the screws release the gearbox housing or the output shaft.
- The dial gauge must indicate a value of 0.15 mm to 0.25 mm if the adjusting washer has been correctly chosen.

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3 Output shaft 5th, 6th gear/reverse gear

⇒ [“3.1 Disassembling and assembling output shaft 5th/6th gear and reverse gear”, page 335](#)

⇒ [“3.2 Adjusting output shaft 5th. 6th gear/reverse gear”, page 342](#)

3.1 Disassembling and assembling output shaft 5th/6th gear and reverse gear

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-410 (VW 434)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Thrust washer - MP3-412 (VW 455)-
- ◆ Thrust washer - MP3-413 (VW 510)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Mandrel - MP3-448 (VW 408)-
- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Thrust piece - MP3-453 (VW 431)-
- ◆ Alignment rails - MP3-457 (VW 457)-
- ◆ Pipe section - MP3-461 (VW 519)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Thrust piece - MP3-4014 (VW 432)-
- ◆ Washer - MP6-415 (3260)-
- ◆ Assembly stand - MP9-101-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Gearbox mount - T30108-
- ◆ Gearbox mount - T30027 (VW 801)-
- ◆ Thrust piece - T30042 (2050)-
- ◆ Pressure spindle - T30055 (3296)-
- ◆ Thrust piece - T30091 (40-202)-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Adapter - V.A.G 1582/4-
- ◆ Adapter - V.A.G 1582/7-
- ◆ Separating tool e. g. -VAS 251 411- or -Kukko 17-2-
- ◆ Interior extractor 45 up to 58 mm , e.g. -VAS 251 615- or -Kukko 21-7-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

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Note

- ◆ If the output shaft or tapered-roller bearing is replaced, it is necessary to adjust the output shaft
⇒ ["3.2 Adjusting output shaft 5th. 6th gear/reverse gear", page 342](#).
- ◆ Replace both tapered-roller bearings together.

1 - Clutch housing

2 - Washer

- ☐ always 0.65 mm thick

3 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 337](#)
- ☐ inserting ⇒ [page 338](#)

4 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 339](#)
- ☐ inserting ⇒ [page 342](#)

5 - Output shaft

- ☐ 5th/6th and reverse gear
- ☐ Adjust
⇒ ["3.2 Adjusting output shaft 5th. 6th gear/reverse gear", page 342](#)

6 - Reverse gear synchronizer body

- ☐ remove ⇒ [page 339](#)
- ☐ Fitting position
⇒ [page 339](#)
- ☐ inserting ⇒ [page 339](#)

7 - Circlip

8 - Reverse gear sliding sleeve

- ☐ with synchronizer ring

9 - Needle bearing

- ☐ for reverse gear sliding gear

10 - Reverse gear sliding gear

11 - Sleeve

- ☐ pressing off with reverse gear sliding gear ⇒ [page 338](#)
- ☐ Fitting position: broad collar of bushing points to the reverse gear sliding gear
- ☐ inserting ⇒ [page 340](#)

12 - Circlip

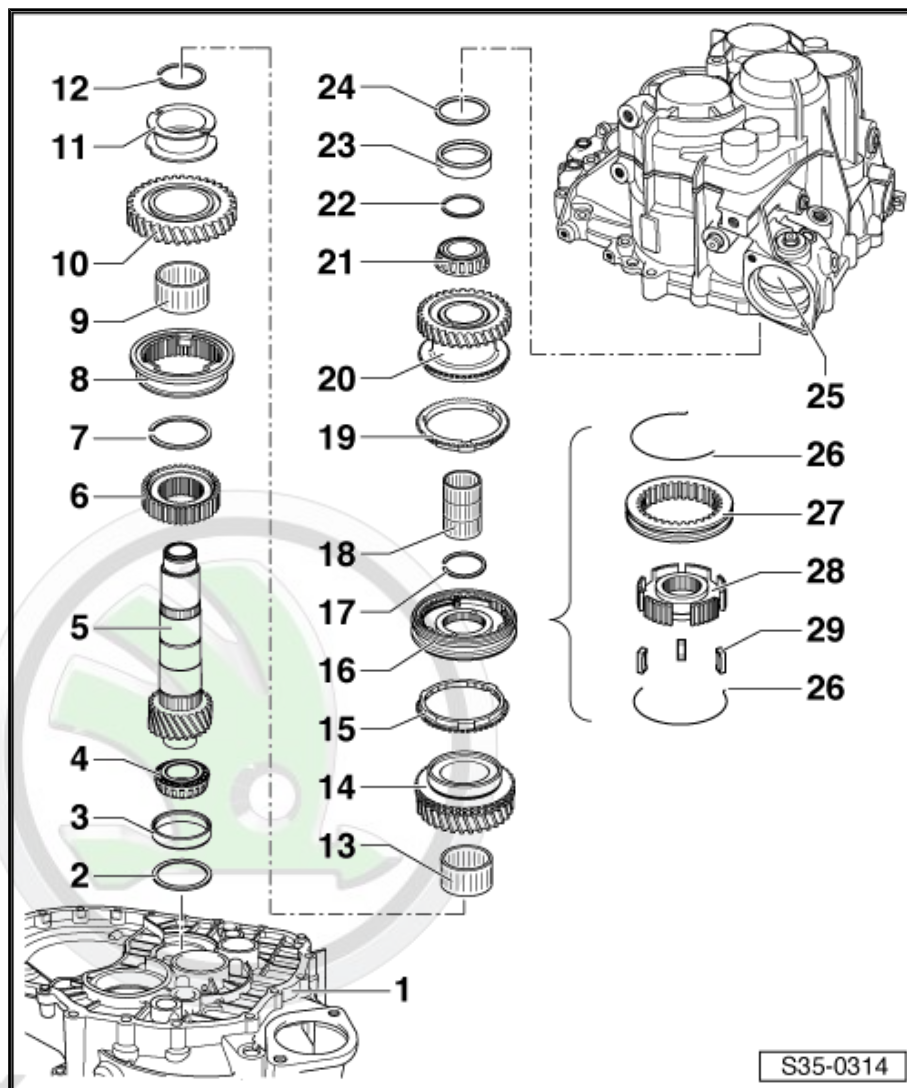
13 - Needle bearing

- ☐ for 6th gear

14 - Sliding gear for 6th gear

15 - Synchroniser ring for 6th gear

- ☐ out of brass or steel sheet
- ☐ check for wear ⇒ [page 340](#)



16 - Sliding sleeve with 5th and 6th gear synchronizer body

- ☐ after removing the circlip pos. 17 press off together with the 6th gear sliding gear ⇒ [page 338](#)
- ☐ disassembling ⇒ [page 340](#)
- ☐ Assemble sliding sleeve/synchronizer body ⇒ [page 340](#) and ⇒ [page 341](#)
- ☐ inserting ⇒ [page 341](#)

17 - Circlip

18 - Needle bearing

- ☐ for 5th gear

19 - 5th gear synchronizer ring

- ☐ out of brass or steel sheet
- ☐ check for wear ⇒ [page 340](#)

20 - 5th gear sliding gear

21 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 338](#)
- ☐ inserting ⇒ [page 341](#)

22 - Circlip

- ☐ after replacing the grooved ball bearing pos. 21 and output shaft pos. 5, the thickness must be determined again ⇒ [page 341](#)

23 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 342](#)
- ☐ inserting ⇒ [page 342](#)

24 - Adjusting washer

- ☐ Determine thickness ⇒ [“3.2.1 Determine thickness of the adjusting washer”, page 344](#)

25 - Gearbox housing

26 - Spring

- ☐ Fitting position ⇒ [page 341](#)

27 - Sliding sleeve

28 - Synchronizer body

29 - Insert (3x)

- ☐ Fitting position ⇒ [page 340](#)

Remove outer ring/tapered-roller bearing

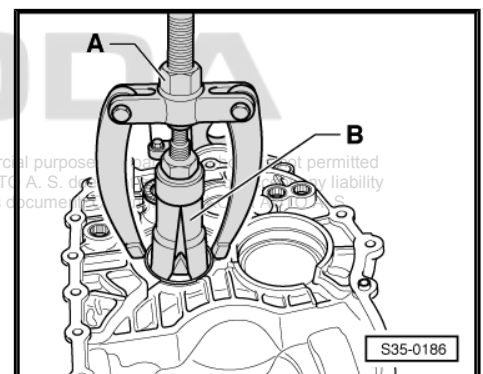
A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

B - Interior extractor , e.g. -VAS 251 615- or -Kukko 21-7-



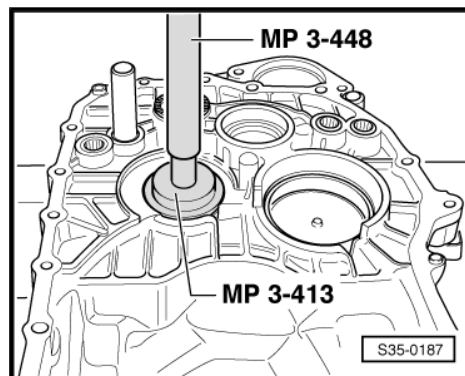
Note

After pulling out the washer check for damage. if necessary replace.



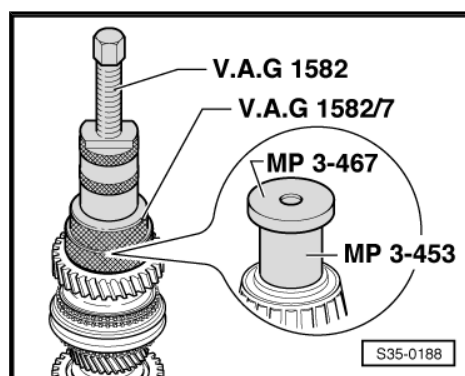
Press outer ring/tapered-roller bearing into the clutch housing

- Position washer under outside ring.
- Support the clutch housing with a pressure plate - T30091- directly below the bearing support.



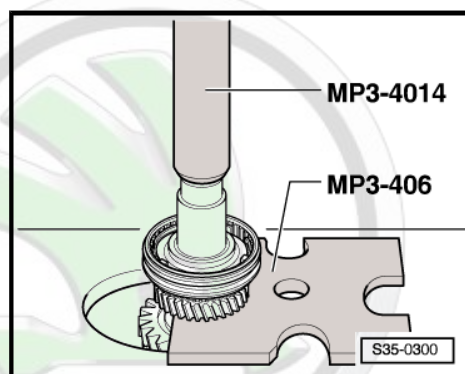
Remove bearing inner ring for taper roller bearing

- First remove the circlip.
- Before fitting the extractor position thrust piece - MP3-453- and pressure plate - MP3-467- on output shaft.



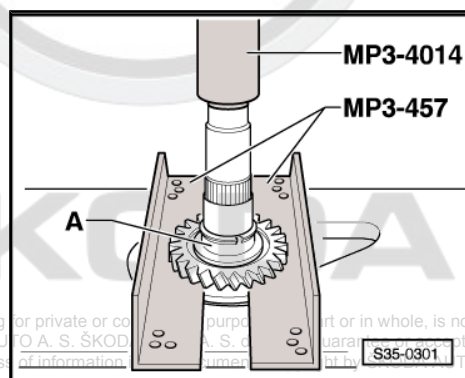
Pressing off 5th and 6th gear synchronizer body/sliding with sliding gear for 6th gear

- First remove the circlip.



Pressing off bushing -A- with reverse gear sliding gear

- First remove the circlip.

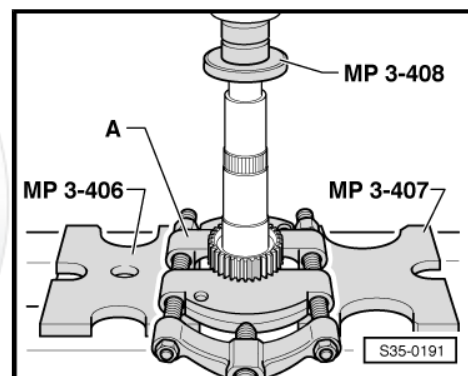


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Pressing off reverse gear synchronizer body

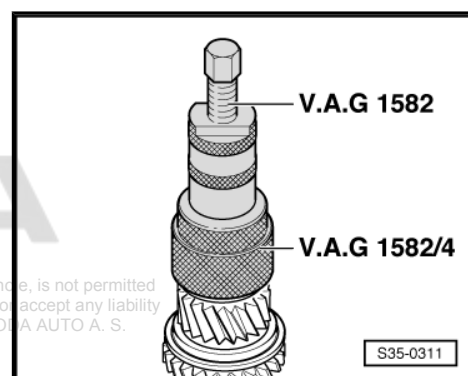
- First remove the circlip.

A - Separating tool e. g. -VAS 251 411- or -Kukko 17-2-



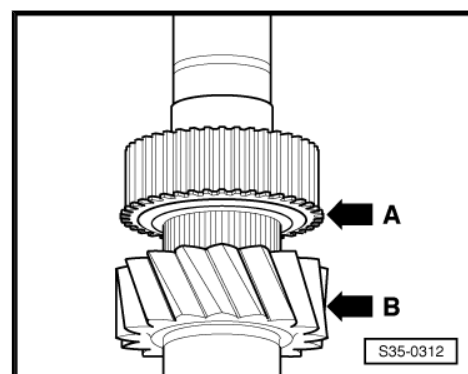
Remove bearing inner ring for taper roller bearing

- Before fitting the extractor. position pressure plate - MP3-410- on the output shaft.



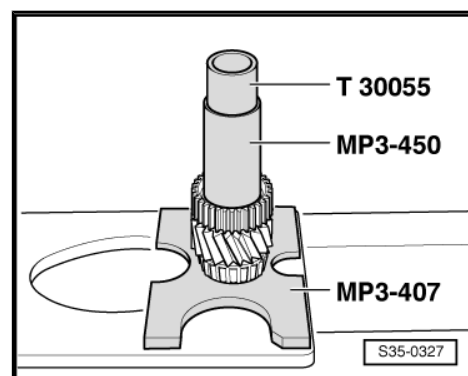
Fitting position of reverse gear synchronizer body

The stop -arrow A- for the reverse gear sliding sleeve points towards the output shaft serration -arrow B-.



Pressing on reverse gear synchronizer body

- Install circlip.

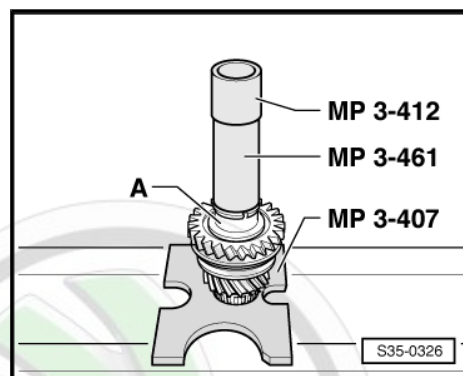




Pressing on bushing -A-

Fitting position: broad collar points towards the reverse gear sliding gear

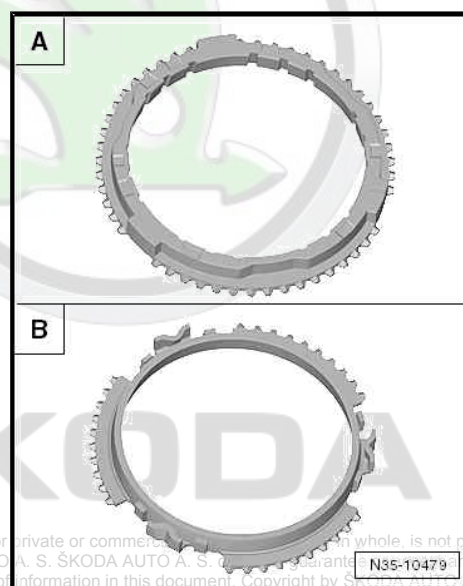
- Install circlip.



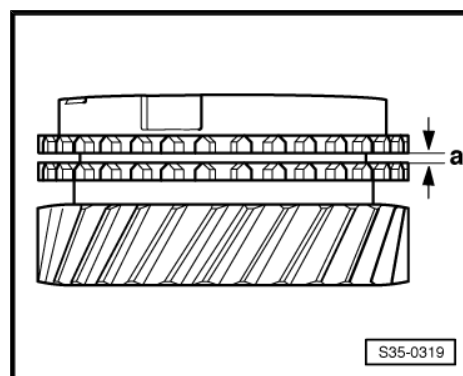
Check the synchroniser ring for 5th and 6th gear for wear

-A- = synchronizer ring made of brass		
Dimension -a-	Installation dimension	Wear limit
5th and 6th gear	1.0 ... 1.7 mm	0.5 mm

-B- = synchronizer ring made of steel sheet		
Dimension -a-	Installation dimension	Wear limit
5th and 6th gear	1.2 ... 2.1 mm	0.8 mm



- Press the synchronizer ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

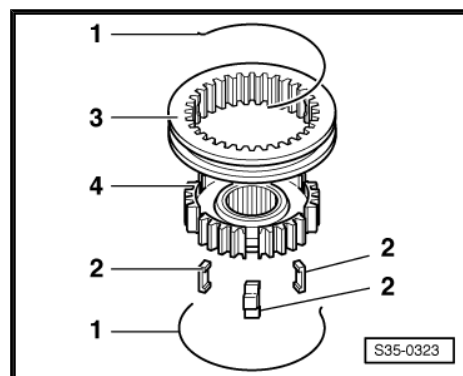


Disassemble and assemble sliding collar/synchro hub 5th and 6th gear

- 1 - Spring
- 2 - Arresters
- 3 - Sliding sleeve
- 4 - Synchronizer body

- Slide the sliding sleeve over the synchronizer body.

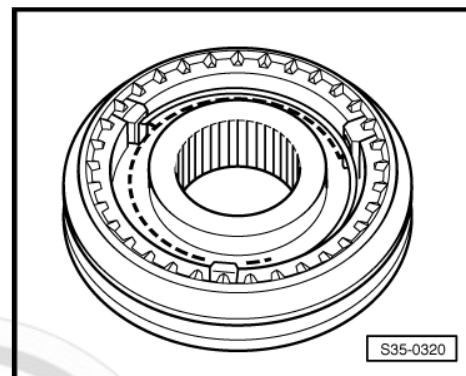
The recesses for the arresters on the synchronizer body and the sliding sleeve must be positioned above one another.



Assembly of the sliding sleeve/5th and 6th gear synchronizer body

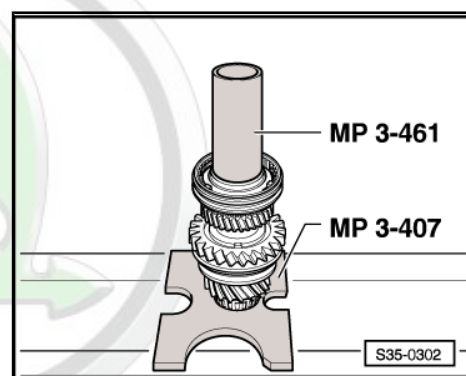
The sliding sleeve is drawn over the synchronizer body.

- Insert arresters and install springs with 120° offset. The angled end of the spring must grip into the hollow arrester.



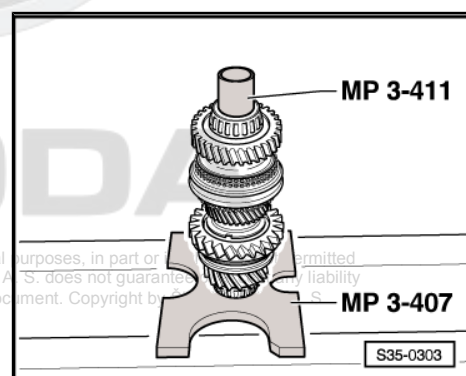
Press on the sliding collar/synchro hub 5th and 6th gear

- Install circlip.



Press on inner ring/tapered-roller bearing

- Determine the circlip ⇒ [page 341](#) and install.

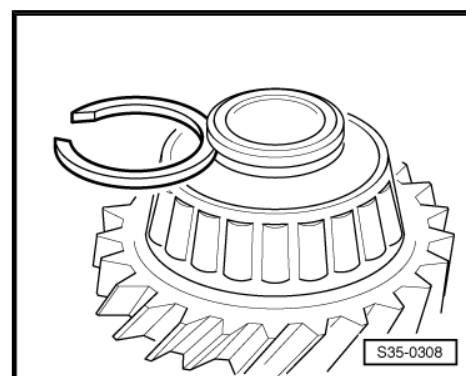


Determining the circlip

- Determine the thickest circlip - that can be fitted - and insert.

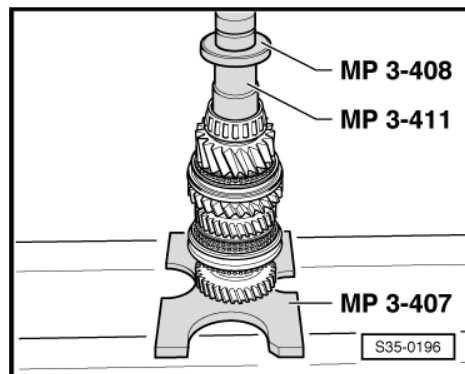
The following circlips are available:

Thickness (mm)	Part number
1.79	02M 311 187 G
1.83	02M 311 187 F
1.86	02M 311 187 E
1.89	02M 311 187 D
1.92	02M 311 187 C
1.95	02M 311 187 B
1.98	02M 311 187 A





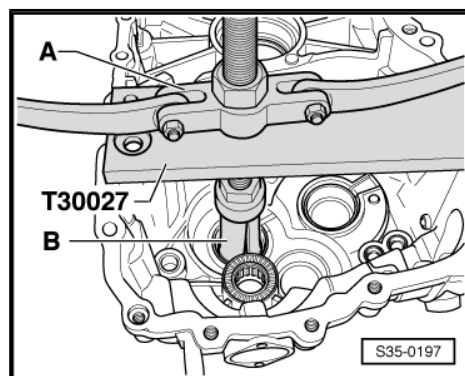
Press on inner ring/tapered-roller bearing



Remove outer ring/tapered-roller bearing from the gearbox housing

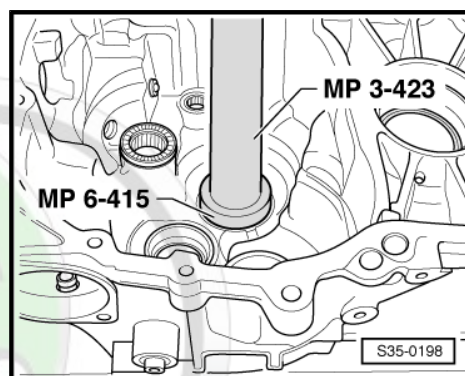
A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

B - Interior extractor , e.g. -VAS 251 615- or -Kukko 21-7-



Press in outer ring/tapered-roller bearing in the gearbox housing

- Support the gearbox housing with a pressure plate - T30042- directly below the bearing support.



3.2 Adjusting output shaft 5th. 6th gear/reverse gear

Special tools and workshop equipment required

- ◆ Washer - MP6-415 (3260)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Universal dial gauge bracket - MP3-447 (VW 387)-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Gearbox mount - T30108-
- ◆ Gearbox mount - T30027 (VW 801)-
- ◆ Thrust piece - T30042 (2050)-
- ◆ Assembly tool - T30069 (VW 792)-
- ◆ Interior extractor 45 up to 58 mm , e.g. -VAS 251 615- or -Kukko 21-7-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

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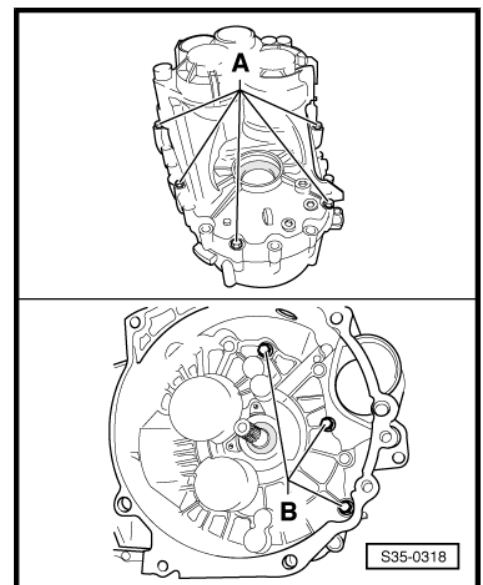
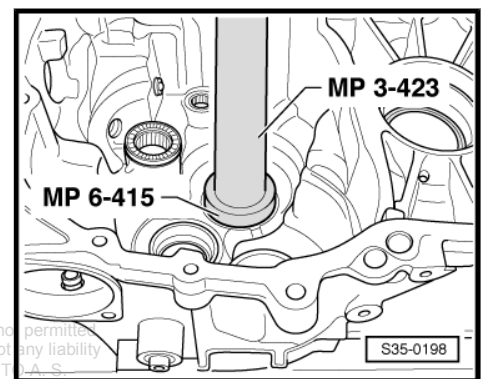
The output shaft must be re-set when the following components are replaced:

- ◆ Gearbox housing
- ◆ Clutch housing
- ◆ Output shaft 5th, 6th gear/reverse gear
- ◆ Tapered-roller bearing for output shaft

Setting overview ➔ [“2 Setting overview”, page 370](#)

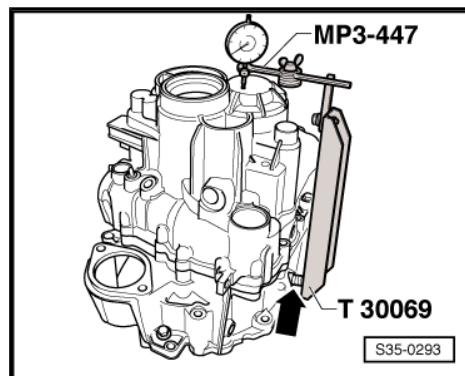
Requirements

- Sealing surfaces of clutch and gearbox housing must be removed of sealant residues.
- During the measurement, only install the output shaft to be measured.
- Press outer ring/tapered-roller bearing with a 1.70 mm thick adjusting washer into the gearbox housing. While doing so support the gearbox housing with a pressure plate - T30042- directly below the bearing support.
- Locate the complete output shaft 5th/6th and reverse gear in the clutch housing.
- Fit on gearbox housing and tighten screws -A- and -B- cross-wise with tightening torque.





- Mount the measuring tools. Fit washers with a total thickness of 8 mm at the fixing screws -arrow- for assembly device - T30069- onto the clutch housing.
- Set dial gauge (3 mm measuring range) to “0” with a 1 mm bias.
- Slacken fixing screws of clutch housing/gearbox housing crosswise. until the screws release the gearbox housing or the output shaft.
- Read off the measured value on dial gauge and note (example: 0.25 mm).



Note

If no measured value is displayed on the dial gauge when loosening the fixing screws of the clutch housing/gearbox housing. install the adjusting washer 1.95 mm or if necessary the adjusting washer 2.20 mm for the measurement.

3.2.1 Determine thickness of the adjusting washer

The prescribed bearing preload is reached by removing the established measured value (0.25 mm) from the inserted adjusting washer (1.70 mm) and by adding a constant compression value (0.20 mm).

Example

inserted washer	1.70 mm
- measured value	0.25 mm
+ pressure (const. value)	0.20 mm
Thickness of the adjusting washer	1.65 mm

- Determine thickness of the adjusting washer according to the table ➔ [page 345](#) .



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- Remove the gearbox housing and pull the outer ring/tapered roller bearing out of the gearbox housing.

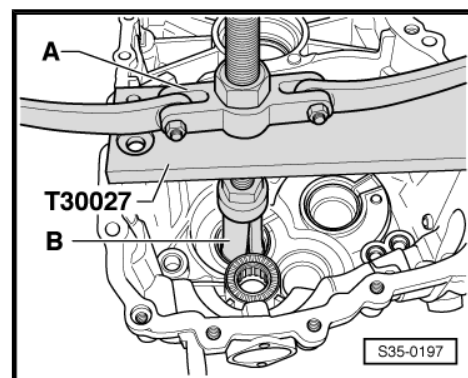
A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

B - Interior extractor , e.g. -VAS 251 615- or -Kukko 21-7-

- Remove the inserted adjusting washer (1.70 mm thick) from the gearbox housing.

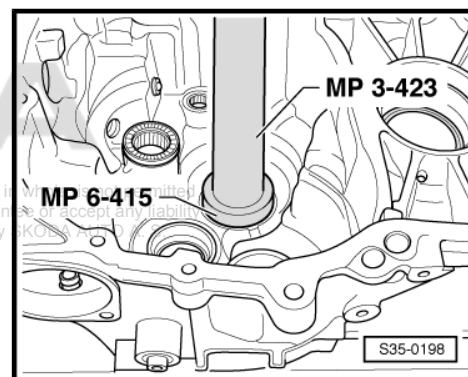
Adjusting washer table

Thickness (mm)	Part number
1.50	084 409 383 AH
1.55	084 409 383 AJ
1.60	084 409 383 AK
1.65	084 409 383 AL
1.70	084 409 383 AM
1.75	084 409 383 AN
1.80	084 409 383 AP
1.85	084 409 383 AQ
1.90	084 409 383 AR
1.95	084 409 383 AS
2.00	084 409 383 AT
2.05	084 409 383 BA
2.10	084 409 383 BB
2.15	084 409 383 BC
2.20	084 409 383 BD
2.25	084 409 383 BE



The various thicknesses make it possible to achieve the exact shim thickness required.

- Outer ring/tapered roller bearing with the determined adjusting washer (in the example: 1.65 mm). While doing so support the gearbox housing with a pressure plate - T30042- directly below the bearing support.



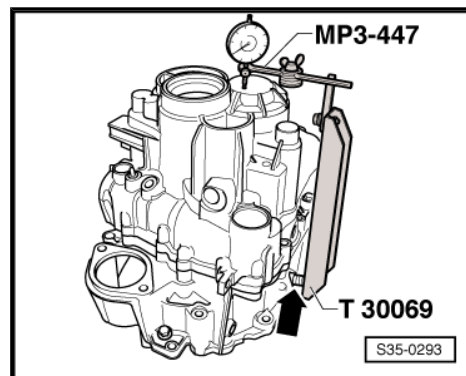
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3.2.2 Control measurement

- Determined adjusting washer fitted.



- Mount the measuring tools. Fit washers with a total thickness of 8 mm at the fixing screws -arrow- for assembly device - T30069- onto the clutch housing.
- Set dial gauge (3 mm measuring range) to "0" with a 1 mm bias.
- Slacken fixing screws of clutch housing/gearbox housing crosswise. until the screws release the gearbox housing or the output shaft.
- The dial gauge must indicate a value of 0.15 mm to 0.25 mm if the adjusting washer has been correctly chosen.



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39 – Final drive - differential

1 Replacing gasket rings for flange shaft or rigid shaft with gearbox installed

⇒ [“1.1 Replacing the left flange shaft sealing ring”, page 347](#)

⇒ [“1.2 Replace the gasket ring for the right rigid shaft \(front-wheel drive\) \(Octavia II\)”, page 348](#)

⇒ [“1.3 Replace gasket ring for right flange shaft \(front-wheel drive\)”, page 349](#)

⇒ [“1.4 Replace gasket ring for right flange shaft, front-wheel drive with front axle differential lock”, page 351](#)

⇒ [“1.5 Replacing the right flange shaft gasket ring \(four-wheel drive\)”, page 353](#)

⇒ [“1.6 Replacing gasket rings between angle gearbox and manual gearbox \(four-wheel drive\)”, page 354](#)

⇒ [“1.7 Replacing the needle bearing and gasket ring on right flange shaft \(four-wheel drive\)”, page 356](#)

⇒ [“1.8 Replace gasket ring for angle gearbox output flange - Octavia II, Superb II and Yeti”, page 360](#)

⇒ [“1.9 Replace gasket ring for angle gearbox output flange \(Octavia III\)”, page 363](#)

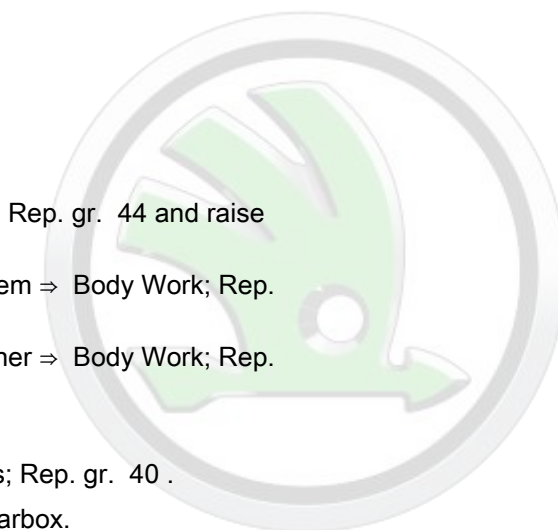
1.1 Replacing the left flange shaft sealing ring

Special tools and workshop equipment required

- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Extractor tool - MP3-419/37 (VW 771/37)-
- ◆ Pressure spindle - T30028 (3305)-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

1.1.1 Removing

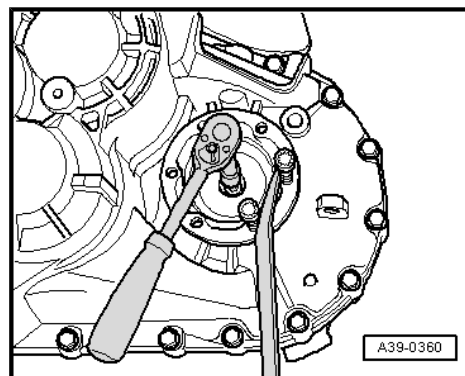
- Remove front left wheel ⇒ Chassis; Rep. gr. 44 and raise vehicle.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Turn the steering to full left lock.
- Dismantle left drive shaft ⇒ Chassis; Rep. gr. 40 .
- Position the catch pan under the gearbox.



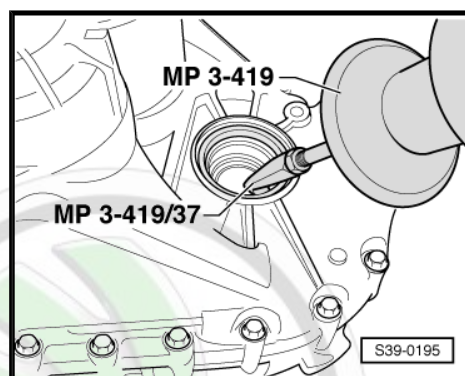
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- Release the fixing screw for the flange shaft. to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove flange shaft together with pressure spring.

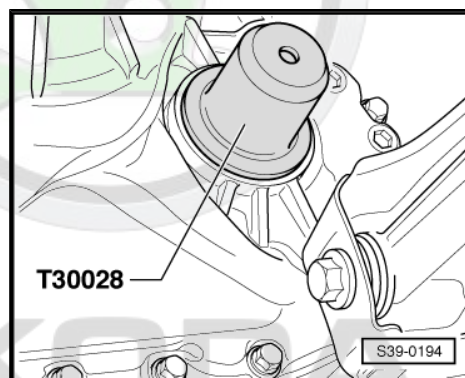


- Pull out gasket ring for flange shaft with multi-purpose tool - MP3-419- and -MP3-419/37- .



1.1.2 Installing

- Drive in new seal to stop, being careful not to cant seal.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Install left drive shaft ⇒ Chassis; Rep. gr. 40 .
- Check gear oil level ⇒ [“3 Gear oil”, page 221](#) .
- Install the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install wheel ⇒ Chassis; Rep. gr. 44 .



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Specified torque

Component	Nm
Flange shaft on gearbox (conical screw)	⇒ “6.3 Removing and installing gearbox housing and shift mechanism”, page 242

1.2 Replace the gasket ring for the right rigid shaft (front-wheel drive) (Octavia II)

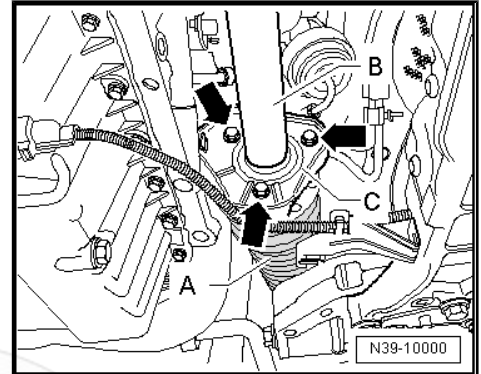
Special tools and workshop equipment required

- ♦ Pressure spindle - T40007-
- ♦ Catch pan
- ♦ Sealing grease - G 052 128 A1-

- ◆ Grease for splines - G 000 100-

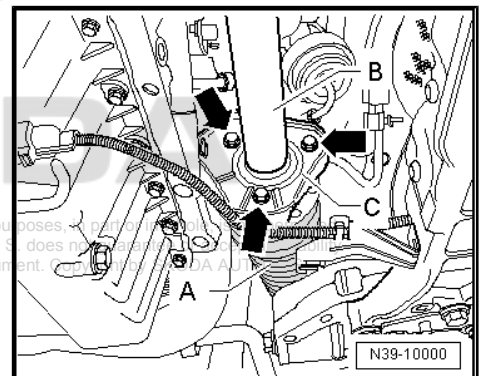
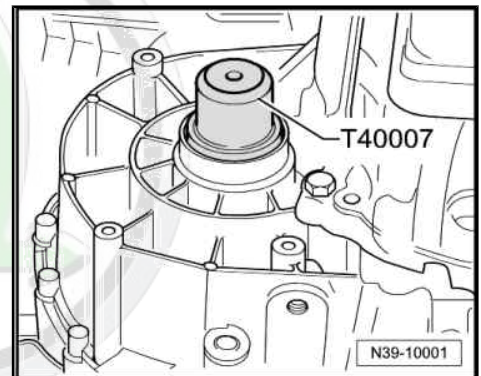
1.2.1 Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove right drive shaft -A- ⇒ Chassis; Rep. gr. 40 .
- Unscrew intermediate shaft -B- from bracket -C- -arrows- and pull off from the rigid shaft of the gearbox.
- Release fixing screw for rigid shaft.
- Position the catch pan under the gearbox.
- Remove the rigid shaft with pressure spring.
- Lever out gasket ring with assembly lever.



1.2.2 Installing

- Drive in new seal to stop, being careful not to cant seal.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Replace the O-ring on the rigid shaft.
- Insert rigid shaft.
- Secure the rigid shaft with the conical screw and tighten to the recommended tightening torque.
- Grease the splines of the shaft with grease for splines - G 000 100- .
- Guide the intermediate shaft -B- through the bracket -C- onto the rigid shaft of the gearbox.
- Tighten intermediate shaft to bracket -arrows- ⇒ Chassis; Rep. gr. 40 .
- Install right drive shaft -A- ⇒ Chassis; Rep. gr. 40 .
- Check gear oil level ⇒ [“3 Gear oil”, page 221](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Specified torque

Component	Nm
Rigid shaft on gearbox (conical screw)	⇒ “6.4.1 Front-wheel-drive”, page 245

1.3 Replace gasket ring for right flange shaft (front-wheel drive)

Special tools and workshop equipment required

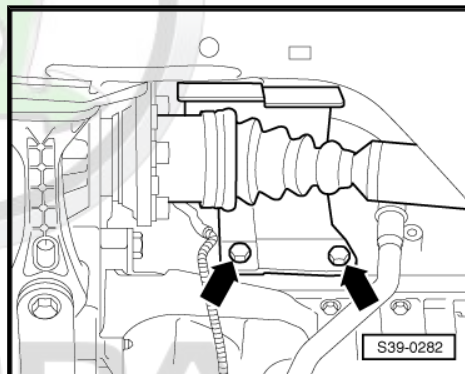
- ◆ Pressure spindle - T30028 (3305)-
- ◆ Catch pan



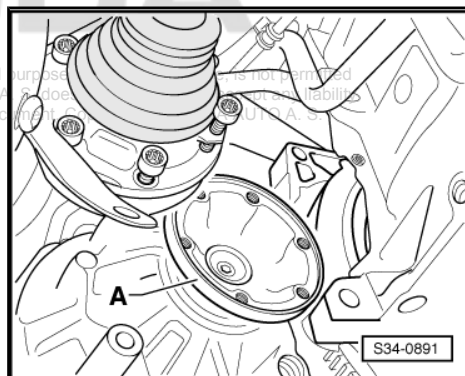
- ◆ Sealing grease - G 052 128 A1-

1.3.1 Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove heat shield for right drive shaft (if present) from the engine -arrows-.

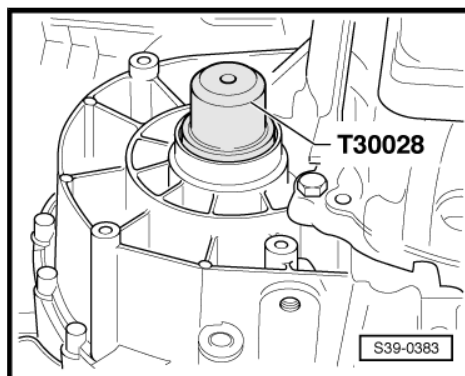


- Unscrew the right drive shaft from the flange shaft -A- of the gearbox ⇒ Chassis; Rep. gr. 40
- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Position the catch pan under the gearbox.
- Release the fixing screw for the right flange shaft. to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove flange shaft together with pressure spring.
- Lever out gasket ring with assembly lever.



1.3.2 Installing

- Drive in new seal to stop, being careful not to cant seal.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Screw the right drive shaft onto the flange shaft of the gearbox ⇒ Chassis; Rep. gr. 40 .
- Install heat shield for right drive shaft (if present) at the engine.
- Check gear oil level ⇒ [“3 Gear oil”, page 221](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torques

Component	Nm
Flange shaft on gearbox (conical screw)	⇒ “6.4.1 Front-wheel-drive”, page 245
Heat shield for drive shaft to engine	⇒ “2.7.1 Tightening torques (Octavia II and Superb II)”, page 216

1.4 Replace gasket ring for right flange shaft, front-wheel drive with front axle differential lock

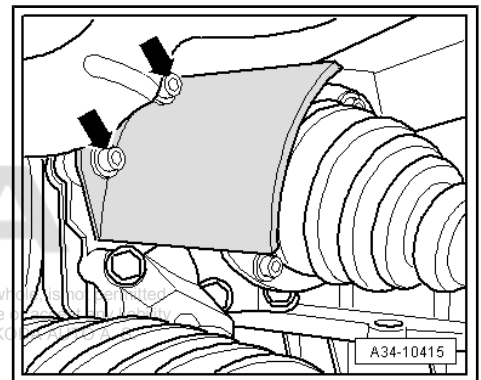
Special tools and workshop equipment required

- ◆ Pressure element - T10546-
- ◆ Multi-purpose tool - MP3-419 (VW 771 A)-
- ◆ Sleeve - T30010 (VW 540/1 B)-
- ◆ Socket insert 8 - 3247-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

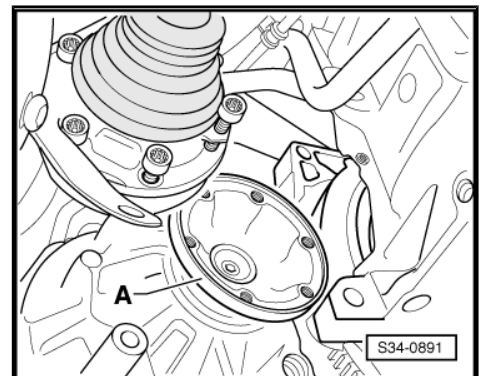
1.4.1 Removing

The right drive shaft must be removed in the next steps.

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Drain oil out of the front axle differential lock
⇒ ["7.2 Draining and filling high-performance oil for four-wheel drive clutch", page 420](#) .
- Remove heat shield for right drive shaft (if present) from the engine -arrows-.

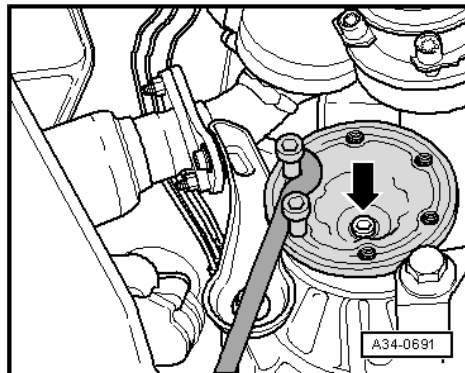


- Unscrew the right drive shaft from the flange shaft -A- of the gearbox ⇒ Chassis; Rep. gr. 40
- Remove right drive shaft ⇒ Chassis; Rep. gr. 40 .





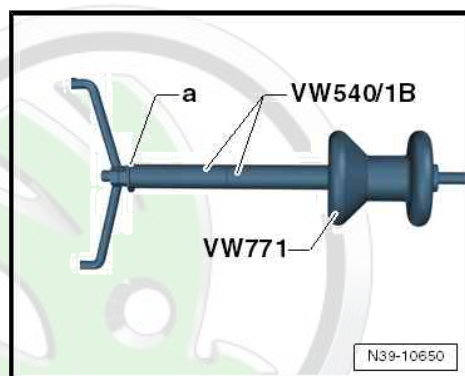
- Release the screw -arrow- for the right flange shaft, to this end insert 2 screws in the flange and counterhold the flange shaft using an assembly lever.



Add supplementary tool kit for engine- / gearbox mount - MP3-419 (VW 771)- to the multi-purpose tool - T30010 (VW 540/1 B)-

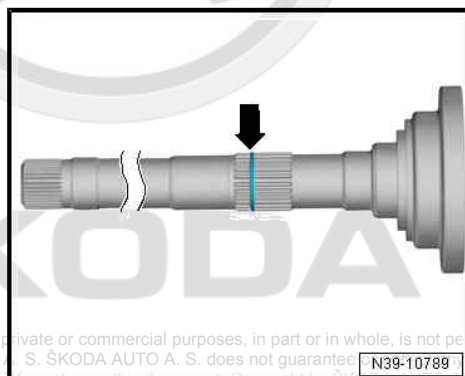
-a- = washer

- Bolt the multi-purpose tool - MP3-419 (VW 771)- to the flange shaft and pull out.



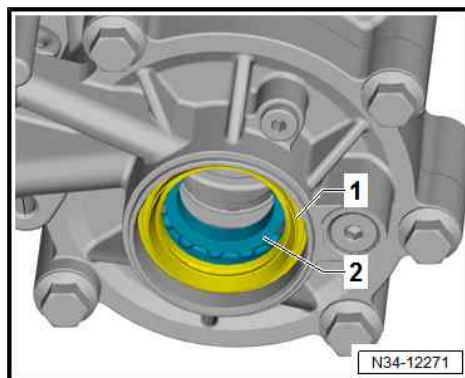
Note

- ♦ The flange shaft is secured by a circlip -arrow-.
- ♦ Check whether the circlip -arrow- is installed.



If necessary, remove the circlip from near the sealing ring -1- or the ball bearing -2-.

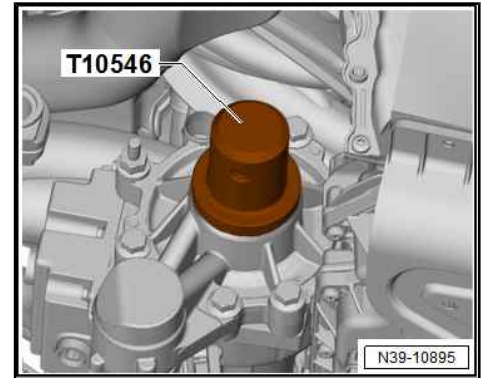
- Lever out sealing ring -1- for flange shaft with assembly lever.
- Take out the flange shaft.
- Lever out gasket ring with assembly lever.



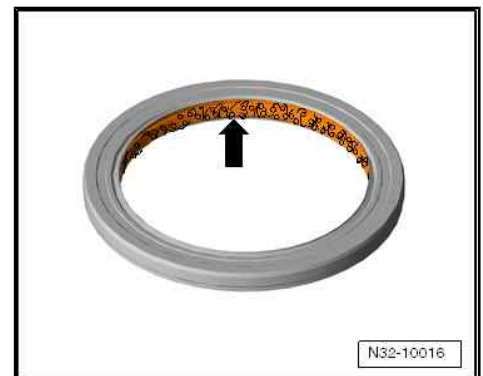
1.4.2 Installing

Installing gasket

- Lightly oil new gasket ring at outer surface.
- Drive the seal ring in up to the stop, do not twist the seal ring.

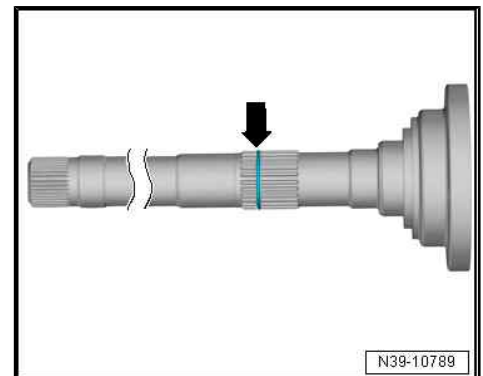


- Fill space between sealing lip and dust lip -arrow- with sealing grease .



Replace circlip -arrow-.

- Push on flange shaft by hand up to the stop.
- Insert the flange shaft.
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Fill front axle differential lock
⇒ ["7 High-performance oil for four-wheel drive clutches", page 420](#) .

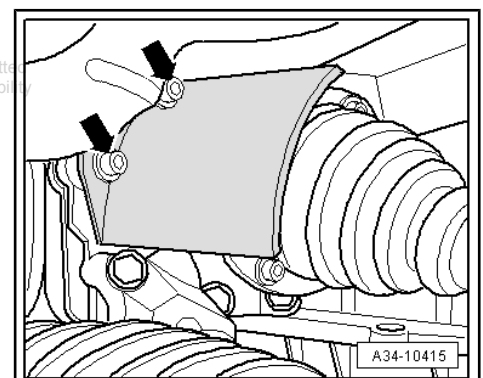


Installation is carried out in the reverse order. When installing, note the following:

- Install right drive shaft ⇒ Chassis; Rep. gr. 40 .
- If present, install heat shield for drive shaft -arrows- ⇒ Chassis; Rep. gr. 40 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Specified torque

- ◆ Countersunk bolt for flange shaft
⇒ ["11.1 Summary of components - front axle differential lock", page 302](#)
- ◆ Cap screws for the articulation shaft: Assembly overview - Articulated shaft ⇒ landing gear; Rep. gr. 40



1.5 Replacing the right flange shaft gasket ring (four-wheel drive)

Special tools and workshop equipment required

- ◆ Pressure spindle - T10049-
- ◆ Ejection lever - MP3-418 (VW 681)-



- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-



Note

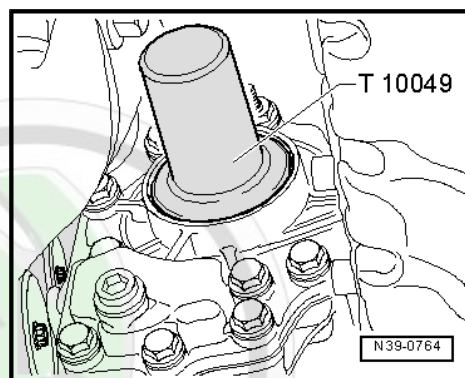
The gasket ring for the right flange shaft (four-wheel drive) can also be replaced on an installed gearbox.

1.5.1 Removing

- Remove right flange shaft
⇒ [“3.5 Removing and installing gasket ring for right flange shaft \(four-wheel drive\)”, page 381](#) .
- Take out old gasket ring with ejection lever - MP3-418 (VW 681)- .

1.5.2 Installing

- Lightly oil new gasket ring at outer surface.
- Drive in the new gasket ring with pressure plate - T10049- up to the stop. do not twist the gasket ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Mount the right flange shaft
⇒ [“3.5 Removing and installing gasket ring for right flange shaft \(four-wheel drive\)”, page 381](#) .
- Inspecting oil level in the angle gearbox
⇒ [“4 Inspecting gear oil in the angle gearbox”, page 224](#) .



1.6 Replacing gasket rings between angle gearbox and manual gearbox (four-wheel drive)

Special tools and workshop equipment required

- ◆ Pressure spindle - T10243-
- ◆ Pressure spindle - T10298-
- ◆ Extractor tool - T20143-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

1.6.1 Replace gasket ring at angle gearbox

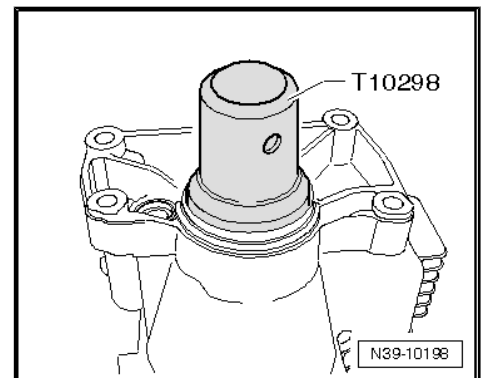
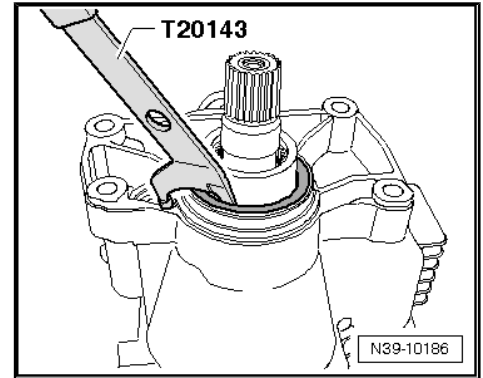
Removing

- Remove angle gearbox:
 - ◆ Octavia II, Superb II and Yeti
⇒ [“4.1 Removing angle gearbox \(Octavia II, Superb II and Yeti\)”, page 391](#) .
 - ◆ Octavia III
⇒ [“4.5 Remove angle gearbox \(Octavia III\)”, page 404](#) .

- Pull out gasket ring for angle gearbox with extractor tool - T20143- .

Installing

- Lightly oil new gasket ring at outer surface.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Drive in the new gasket ring with thrust piece - T10298- up to the stop. do not twist the new gasket ring.
- Install angle gearbox:
- ◆ Octavia II, Superb II and Yeti
⇒ [“4.1 Removing angle gearbox \(Octavia II, Superb II and Yeti\)”, page 391](#) .
- ◆ Octavia III
⇒ [“4.5 Remove angle gearbox \(Octavia III\)”, page 404](#) .
- Inspecting oil level in the angle gearbox
⇒ [“4 Inspecting gear oil in the angle gearbox”, page 224](#) .



1.6.2 Sealing ring on the manual gearbox, between manual gearbox and angle gearbox or between manual gearbox and front axle differential lock, replace

Special tools and workshop equipment required

- ◆ Pressure element - T10243-
- ◆ Catch pan
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- ◆ Sealing grease - G 052 128 A1-

Removing

Angle gearbox

- Remove angle gearbox:
- ◆ Octavia II, Superb II and Yeti
⇒ [“4.1 Removing angle gearbox \(Octavia II, Superb II and Yeti\)”, page 391](#) .
- ◆ Octavia III
⇒ [“4.5 Remove angle gearbox \(Octavia III\)”, page 404](#) .

Front axle differential lock

- ◆ Octavia III
⇒ [“11.3 Removing the front axle differential lock”, page 303](#)

Continued for all versions

- Remove angle gearbox:
- Position the catch pan under the gearbox.
- Pull out gasket ring for manual gearbox with extractor tool - T20143- .

Installing

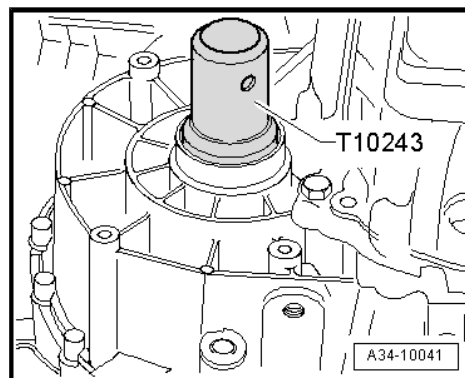
- Lightly oil new gasket ring at outer surface.



- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Drive in the new gasket ring with thrust piece - T10243- up to the stop. do not twist the new gasket ring.

Angle gearbox

- Install angle gearbox:
- ◆ Octavia II. Superb II and Yeti
⇒ [“4.2 Installing angle gearbox \(Octavia II. Superb II and Yeti\)”](#), page 396 .
- ◆ Octavia III
⇒ [“4.6 Install angle gearbox \(Octavia III\)”](#), page 409 .
- Inspecting oil level in the angle gearbox
⇒ [“4 Inspecting gear oil in the angle gearbox”](#), page 224 .



Front axle differential lock

- Installing the front axle differential lock:
- ◆ Octavia III
⇒ [“11.4 Installing the front axle differential lock”](#), page 305
- Check oil level in front axle differential lock
⇒ [“7 High-performance oil for four-wheel drive clutches”](#), page 420 .

Continued for all versions

- Inspect the gear oil level in the gearbox
⇒ [“3 Gear oil”](#), page 221 .

1.7 Replacing the needle bearing and gasket ring on right flange shaft (four-wheel drive)

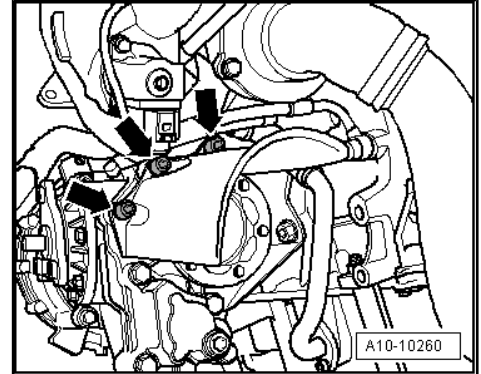
Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-410 (VW 434)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Assembly tool - MP6-414 (3253)-
- ◆ Extractor - T10037-
- ◆ Assembly tool - T10047-
- ◆ Socket - T10107A-
- ◆ Catch pan

1.7.1 Removing

- Loosen the front right wheel bolts.
- Raise vehicle:
- ◆ ⇒ Maintenance ; Booklet Octavia II .
- ◆ ⇒ Maintenance ; Booklet Superb II .
- ◆ ⇒ Maintenance ; Booklet Yeti .
- ◆ ⇒ Maintenance ; Booklet Octavia III .

- Remove right front wheel.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- If present, remove heat shield for drive shaft -arrows-.

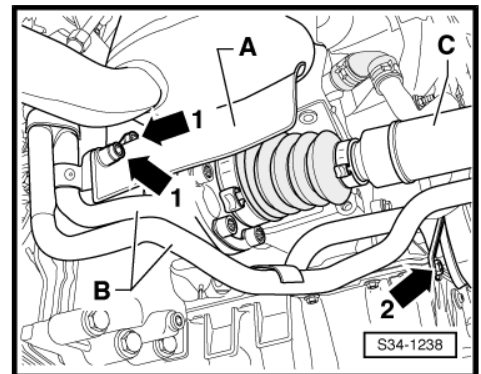


Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.



In this case do not open the cooling system.

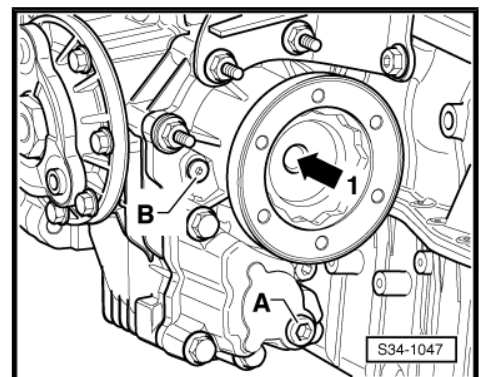


For all vehicles

- Remove drive shaft to the right ⇒ Chassis; Rep. gr. 40 .

On vehicles with particle filter. if necessary remove the bracket for the particle filter ⇒ Engine; Rep. gr. 26 .

- Position the catch pan under the angle gearbox.
- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .



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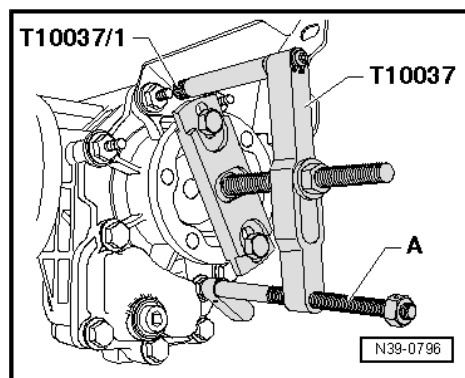
- Screw extractor - T10037- onto right flange shaft.



Note

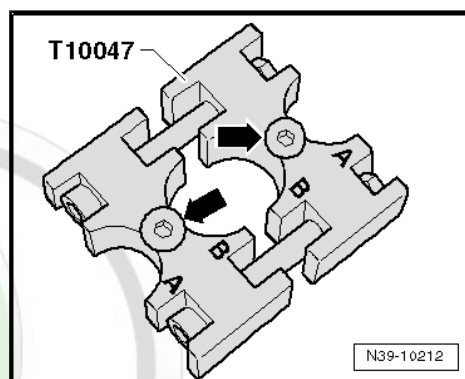
Use the extractor - T10037- to remove the right flange shaft so that the needle bearings on the flange shaft are not damaged.

- Insert the thrust piece - T10037/1- between the gearbox carrier and the knurled nut -MP3-410- .
- Align the extractor - T10037- with the support -A- parallel to the flange.
- Take out the flange shaft.

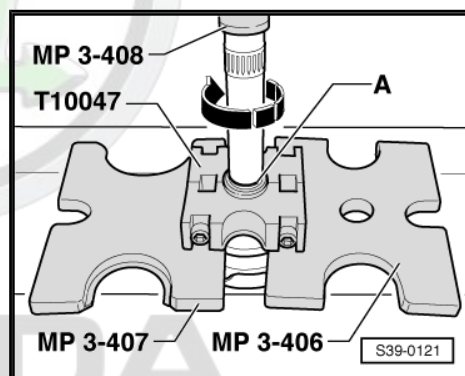


Install the assembly device - T10047- as described further on:

- Assemble both parts of the assembly device . so that the markings -B- point towards each other.
- The shoulders -arrows- must be under the bearing.
- Screw together both halves up to the stop.

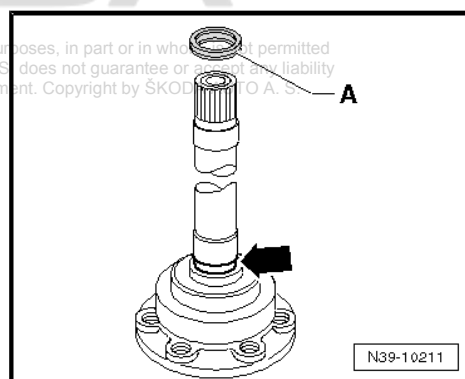


- Remove circlip -A- for the needle bearing.
- In order to avoid damaging the contact surface of the needle bearing on the shaft, turn the shaft while pressing -arrow-.



- Remove sealing ring -A- from groove -arrow-.

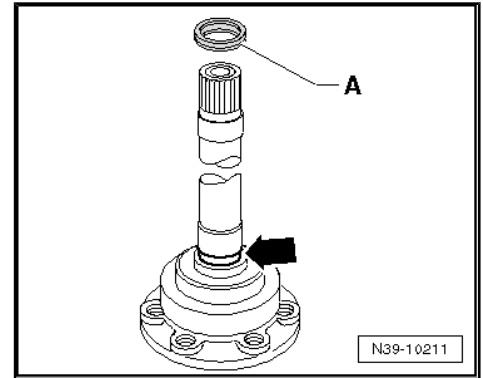
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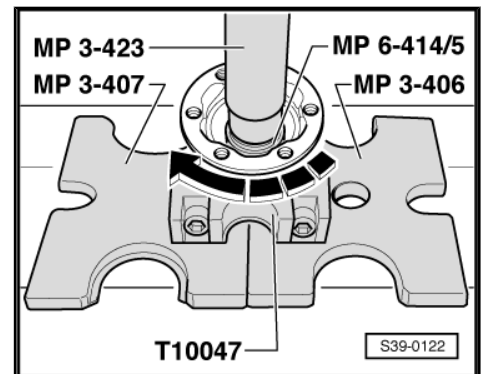
1.7.2 Installing

- Installation is carried out in the reverse order. When installing, observe the following:

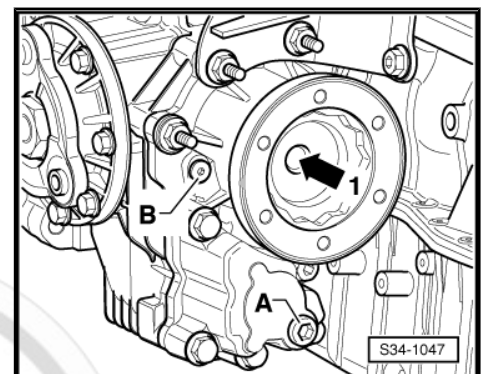
- Moisten sealing ring -A- with gear oil.
- Insert sealing ring -A- into the groove -arrow-.
- Install assembly device - T10047- ➔ [page 358](#) .



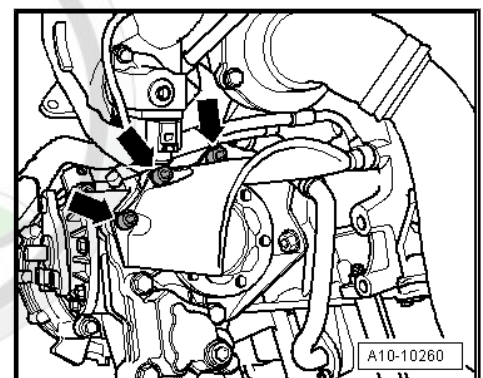
- In order to avoid damaging the contact surface of the needle bearing on the shaft, turn the shaft while pressing -arrow-.
- Secure bearing with new circlip ➔ Electronic Catalogue of Original Parts .
- Carefully drive in flange shaft (slowly turn flange shaft).



- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- .
- After installing the right flange shaft. check the oil level in the angle gearbox
➔ ["4 Inspecting gear oil in the angle gearbox", page 224](#) . to do so unscrew the oil filler plug -B-.
- Install right drive shaft ➔ Chassis; Rep. gr. 40 .
- On vehicles with particle filter install the bracket for the particle filter. if it was removed ➔ Engine; Rep. gr. 26 .



- Install heat shield for drive shaft -arrows-. if it was removed.



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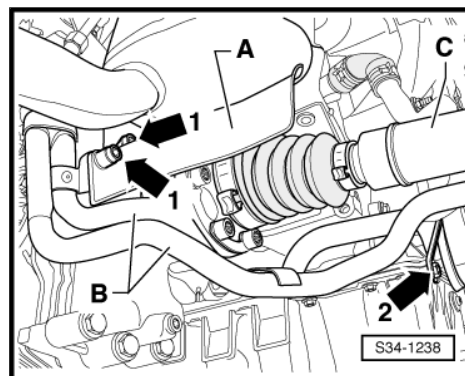


Vehicles with auxiliary heating

- On these vehicles. fit the coolant pipes -B- onto the double screws at the angle gearbox and install on the engine -arrow 2-.

For all vehicles

- Install the front right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Attach the right front wheel ⇒ Chassis; Rep. gr. 44 .



Tightening torques

Component	Nm
Flange shaft on gearbox (conical screw)	⇒ "6.4.2 All-wheel drive", page 248
Heat shield of drive shaft to angle gearbox	Octavia II and Superb II ⇒ "2.7.1 Tightening torques (Octavia II and Superb II)", page 216 Yeti and Octavia III ⇒ "2.8.1 Tightening torques (Yeti and Octavia III)", page 219

1.8 Replace gasket ring for angle gearbox output flange - Octavia II. Superb II and Yeti

Special tools and workshop equipment required

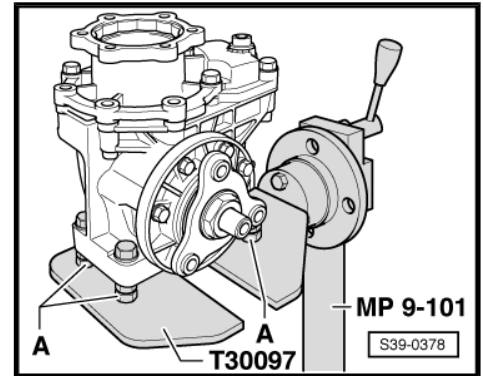
- ◆ Pipe section - MP3-414 (VW 516)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Assembly stand - MP9-101-
- ◆ Pressure spindle - T10049-
- ◆ Gearbox mount - T30097 (T10108)-
- ◆ Retaining plate - T30097/1 (T10108/1)-
- ◆ Two-arm extractor e. g. -VAS 251 001- or -Kukko 20-10-
- ◆ Three-arm extractor e. g. -VAS 251 205- or -Kukko 45-2-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Adapter - V.A.G 1582/13- , if required -V.A.G 1582/6- or - V.A.G 1582/6A-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-
- ◆ Locking agent - D 000 600-

The gasket ring for the angle gearbox output flange can only be replaced with the angle gearbox removed.

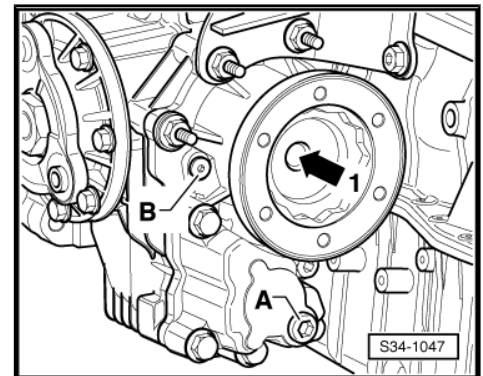
1.8.1 Removing

- Remove angle gearbox
⇒ "4.1 Removing angle gearbox (Octavia II. Superb II and Yeti)", page 391 .

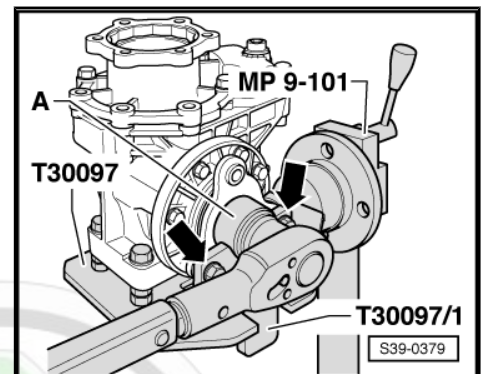
- Screw angle gearbox on gearbox mount - T30097- .
A - Place nut M12 x 10 (8 pieces) between angle gearbox and gearbox mount - T30097- .
- Position the catch pan under the angle gearbox.



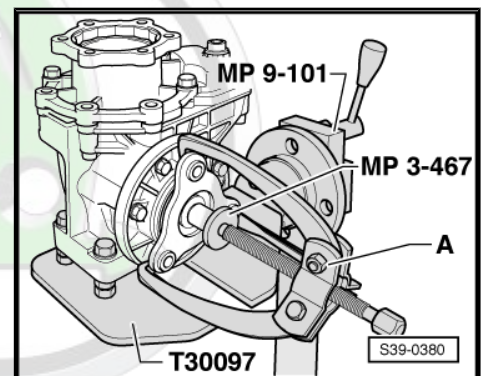
- Remove oil drain plug -A- from angle gearbox.
- Drain oil out of angle gearbox.
- Install oil drain plug -A- and tighten to tightening torque.



- Lock the output flange for angle gearbox with bracket - T30097/1 (T10108/1)- and two screws M10 x 30 -arrows-.
- Unscrew nut for output flange (always replace nut ⇒ Electronic Catalogue of Original Parts).
A - socket wrench insert SW 36



- Detach output flange with three armed extractor -A- and thrust plate - MP3-467- .
Three-arm extractor e. g. -VAS 251 205- or -Kukko 45-2-



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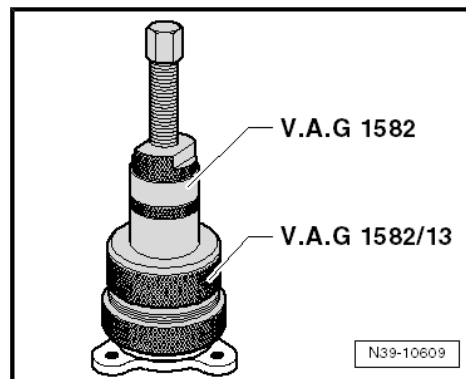


- Remove inner ring/taper roller bearing with tapered-roller bearing extractor - V.A.G 1582- and adapter - V.A.G 1582/13- from the output flange.

**Note**

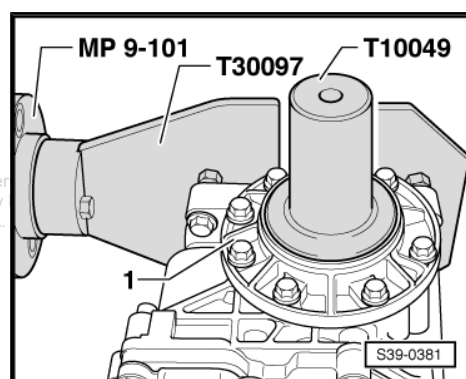
Depending on the execution of the taper roller bearing, adapter - V.A.G 1582/6- or adapter - V.A.G 1582/6A- can be used as required.

- Remove the gasket ring for the angle gearbox output flange.
- Clean the thread at the shank bevel gear to remove locking agent residues.



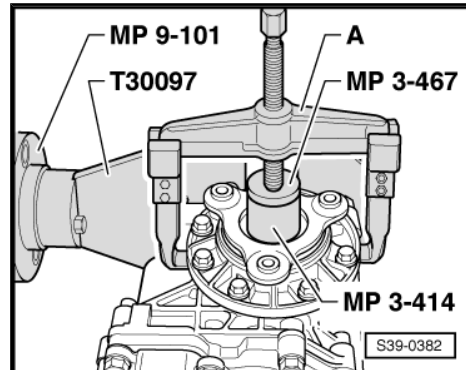
1.8.2 Installing

- Swivel angle gearbox in such a way that the cover -1- points upwards.
- Place inner ring/tapered-roller bearing in the angle gearbox.
- Lightly oil new gasket ring at outer surface.
- Drive in the new gasket ring with thrust piece - T10049- up to the stop. do not twist the new gasket ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .



- Insert output flange with two-arm extractor -A-, pipe section - MP3-414- and thrust plate - MP3-467- - attach the hook on the puller to the underside of the housing.

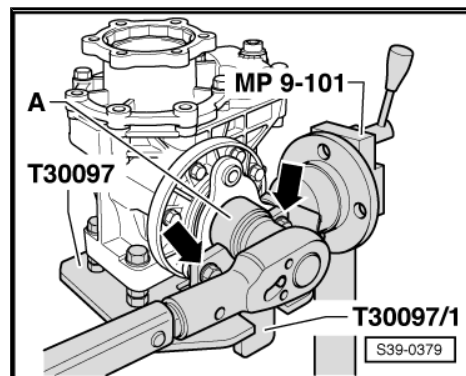
Two-arm extractor e. g. -VAS 251 001- or -Kukko 20-10-



- Insert new hexagon nut with locking agent - D 000 600- and tighten to the prescribed tightening torque.

A - socket wrench insert SW 36

- Install angle gearbox
⇒ ["4.2 Installing angle gearbox \(Octavia II, Superb II and Yeti\)", page 396](#) .
- After installing, check the oil level in the angle gearbox and top up with oil
⇒ ["4 Inspecting gear oil in the angle gearbox", page 224](#) .



Tightening torques

Component	Nm
Oil drain plug	60

Component	Nm
Nut for output flange ¹	480

¹⁾ Always replace nut ⇒ Electronic Catalogue of Original Parts .

1.9 Replace gasket ring for angle gearbox output flange (Octavia III)

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - VW 407-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Thrust washer - MP3-412 (VW 455)-
- ◆ Alignment rails - MP3-457 (VW 457)-
- ◆ Pipe section - T30055 (3296)-
- ◆ Assembly stand - MP9-101- or clamping block - VW 313-
- ◆ Gearbox mount - T30097 (T10108)-
- ◆ Mounting bracket - T30097/1 (T10108/1)-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Adapter - V.A.G 1582/13-
- ◆ Extractor - T30070 (VW 204 B)-
- ◆ Universal dial gauge bracket - MP3-447 (VW 387)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Socket insert SW 34
- ◆ Dial gauge , e.g. -VAS 6080-
- ◆ Sealing grease - G 052 128 A1-
- ◆ Screw M10 × 30 - 2 pcs
- ◆ Screw M8 x 25 - 1 pc
- ◆ Nut M12 x 10 - 4 pcs

Work procedure

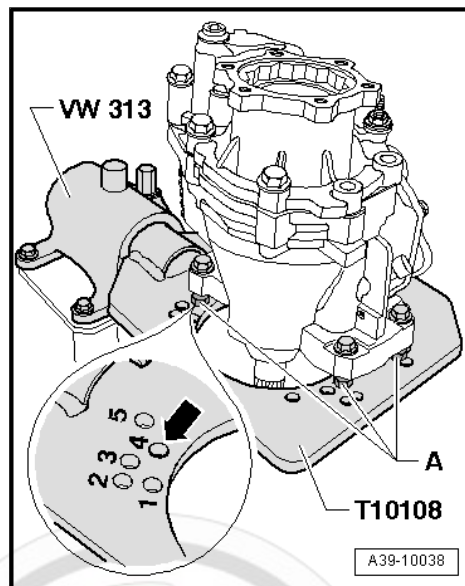


Note

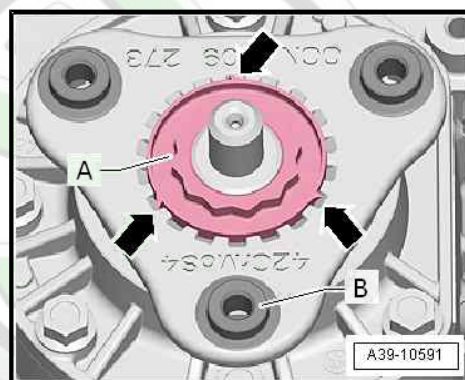
- ◆ *The inner ring/tapered-roller bearing is pressed onto the output flange of the angle gearbox.*
- ◆ *This will be removed later in the workflow.*
- ◆ *Do not replace the tapered-roller bearing for the angle gearbox output flange and the shims!*
- Remove angle gearbox
⇒ [“4.5 Remove angle gearbox \(Octavia III\)”, page 404](#) .



- Position angle gearbox onto the opening -arrow- marked with the number “4” in the gearbox mount - T10108- .
- Place nut M12 x 10 -pos. A- between angle gearbox and gearbox mount.
- Then align the angle gearbox with the 3 remaining openings and secure with inserted nuts -A-.
- Drain oil for final drives from angle gearbox
⇒ [“4.4 Draining and filling oil in angle gearbox \(Octavia III\)”](#), page 231 .



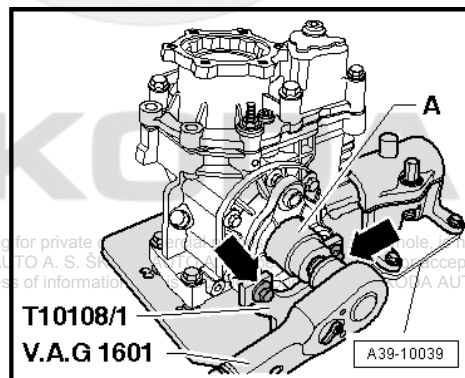
- Drive out caulking -arrows- of the twelve-point nut -A- from the grooves of the output flange -B-.



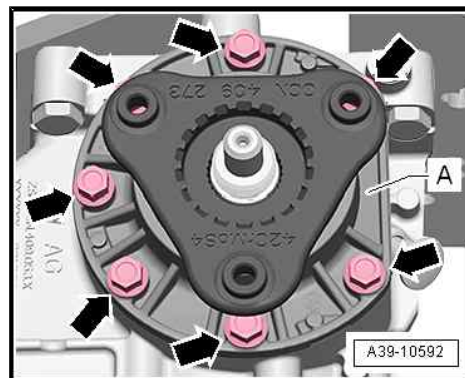
- Lock output flange of angle gearbox with bracket - T10108/1- that is attached with 2 screws M10 x 30 -arrows-.

A - Socket insert SW 34

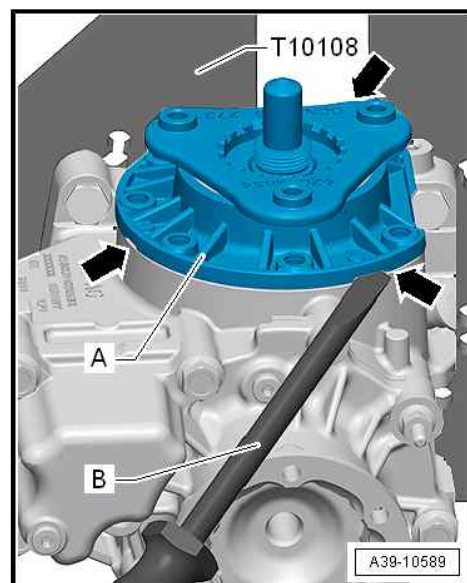
- Unscrew nut for output flange.



- Pivot angle gearbox so that the output flange is facing up.
- Unscrew screws -arrows- for drive pinion housing -A-.



- Using a suitable screwdriver -B-, lever out the pinion housing with the output flange and bevel gear one after the other in the region of the three recesses -arrows-.



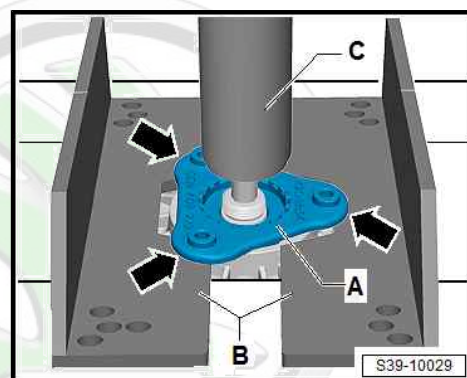
- Place output flange -A- uniformly on the alignment rails -MP3-457 - -arrows-.

B - Alignment rails - MP3-457-

C - Pressure spindle - MP3-423-

- Push shaft bevel gear out from the output flange -A-.

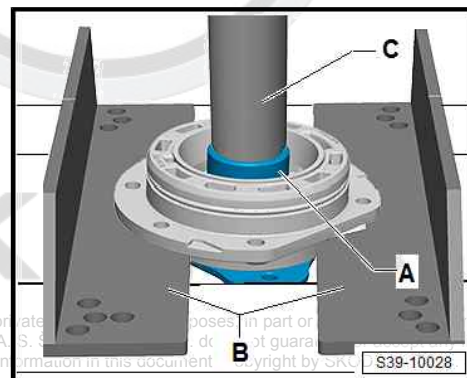
- Secure shaft bevel gear and inner ring/tapered-roller bearing against falling.



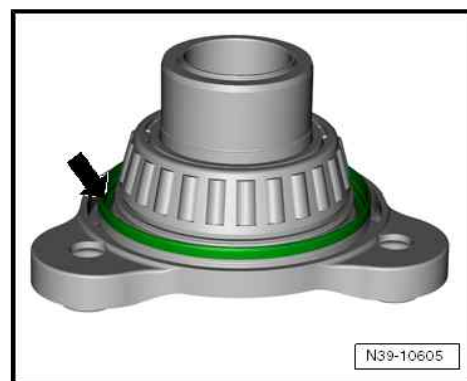
- Push output flange -A- out from the drive pinion housing.

B - Alignment rails - MP3-457-

C - Pressure spindle - MP3-423-



- Sealing ring -arrow- is located on the output flange.



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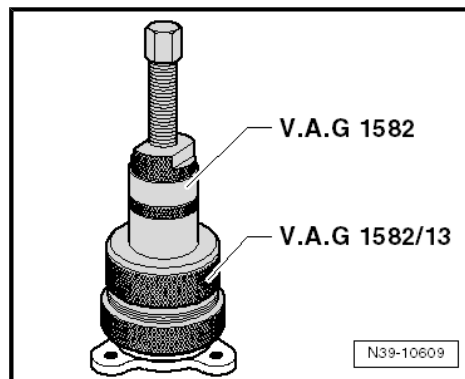
- Inner ring/tapered-roller bearing must be pulled off the output flange to remove the sealing ring.



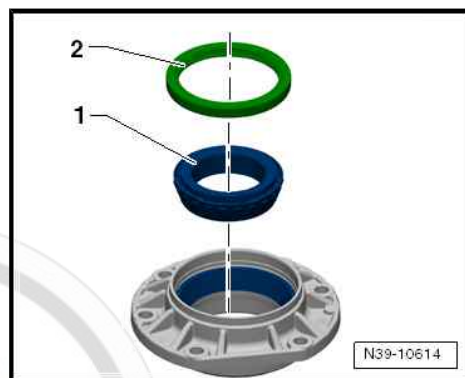
Caution

Risk of damage to the inner ring/tapered-roller bearing.

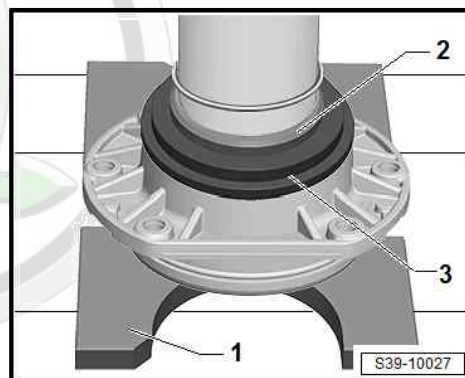
- **Pull off inner ring/tapered-roller bearing with gripper - V.A.G 1582/13-.**
- **If the inner ring/tapered-roller bearing is damaged, the angle gearbox must be replaced.**



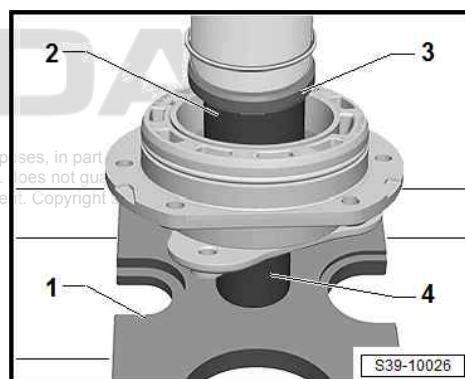
- Place pressure plate - MP3-467 - on the output flange.
- Pull off inner ring/tapered-roller bearing with tapered-roller bearing extractor from output flange.
- Remove sealing ring from output flange.
- Put the existing inner ring/tapered-roller bearing -1- into the drive pinion housing.
- Lightly oil the new sealing ring -2- for output flange around the outer circumference.



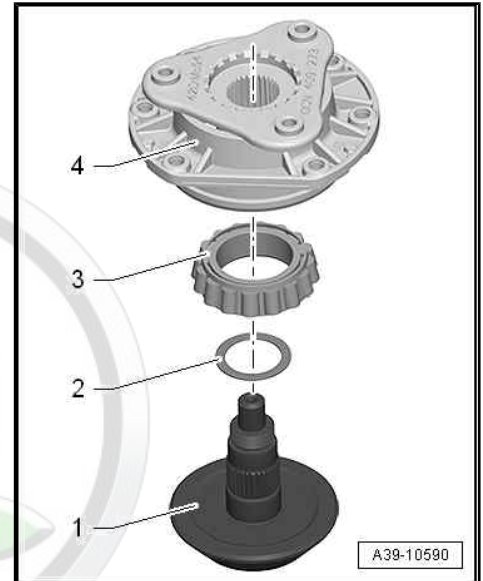
- Press in sealing ring until flush.
- 1 - Pressure plate - MP3-407-
- 2 - Pressure spindle - MP3-408-
- 3 - Retractor - T30070-
- The large diameter of the retractor - T30070 - points towards the sealing ring.
- Fill half the space between the sealing lips and dust lips with sealing grease.



- Push inner ring/tapered-roller bearing ➔ [page 366](#) onto the output flange until it stops.
- 1 - Pressure plate - MP3-407-
- 2 - Pipe - T30055-
- 3 - Pressure spindle - MP3-408-
- 4 - Thrust piece - MP3-411-
- The large diameter of the thrust piece - MP3-411 - points towards the output flange.
- Press on inner ring/tapered-roller bearing until it stops. Do not apply a large pressing force to the tapered-roller bearing.



- Fit the adjusting washer -2-, inner ring/tapered-roller bearing -3- and pinion housing -4- to the shaft bevel gear -1-.
- Reinstall the previous shim -2-. This ensures the bearing preload of the shaft bevel gear in the pinion carrier.



- Gently press drive pinion housing with output flange onto the shaft bevel gear up to the stop.

A - Thrust washer - MP3-412-

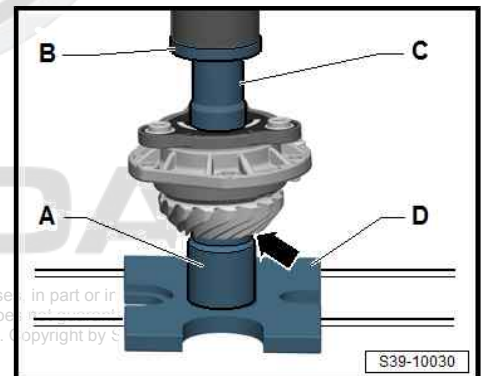
B - Pressure spindle - MP3-408-

C - Thrust piece - MP3-411-

D - Pressure plate - MP3-406-

- The shoulder -arrow- of the insertion bushing - MP3-412- points to the shaft bevel gear.

- Rotate the drive pinion housing while pressing it on.



- Align the previous shim -3- opposite the drive pinion housing -2-.

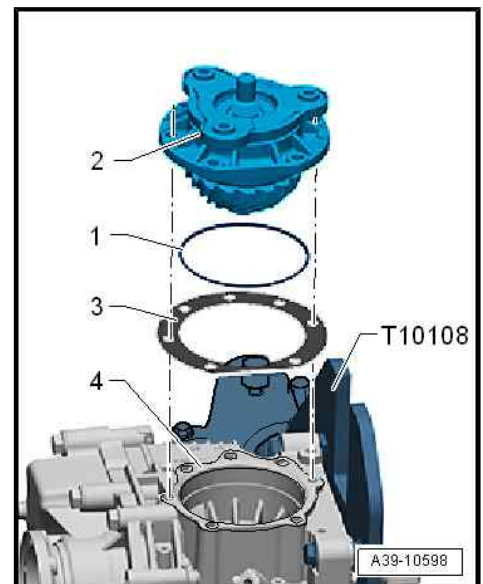
- Drive pinion housing -2- and shim -3- only fit in one position.

- Moisten new O-ring -1- with oil for final drives and fit onto drive pinion housing -2-.

- Insert drive pinion housing -2- into angle gearbox housing -4-.

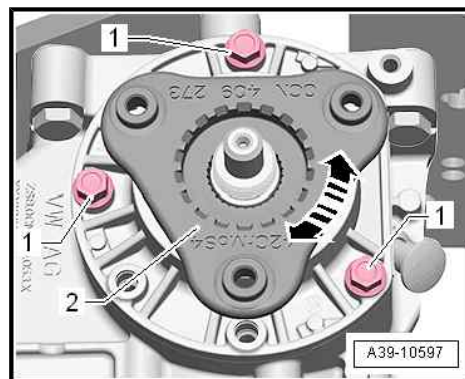
- The teeth of the shaft bevel gear must be engaged with the head.

- Align the screw holes for drive pinion housing opposite the angle gearbox housing.

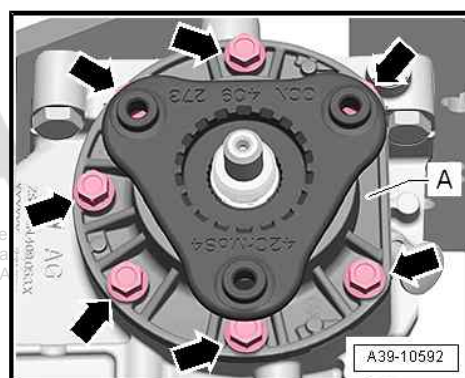




- Tighten screws -1- in small increments alternately on opposite sides. while rotating the output flange -2- slightly back and forth in the -direction of the arrow-.

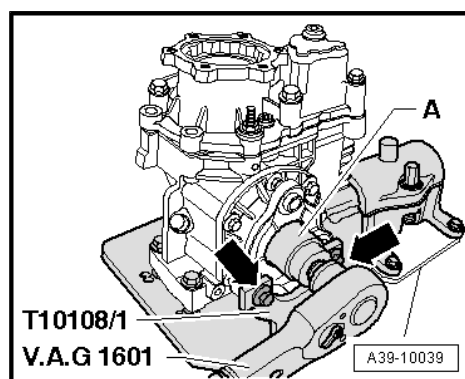


- Tighten screws -arrows- for drive pinion housing -A- cross-wise.



- Tighten new 12-point nut for output flange.

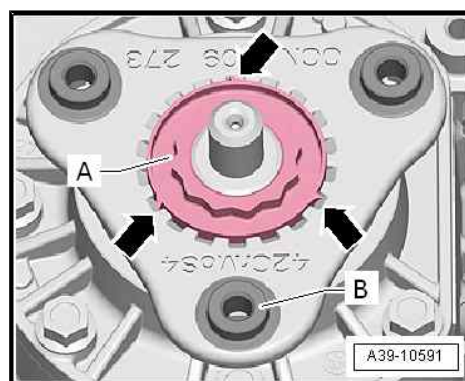
A - Insertion tool SW 34



- Secure the 12-point nut -A-.
- Caulk nut at 120° offset in the grooves of the output flange -B- -arrows-.

Measure the runout on the output flange of the shaft bevel gear

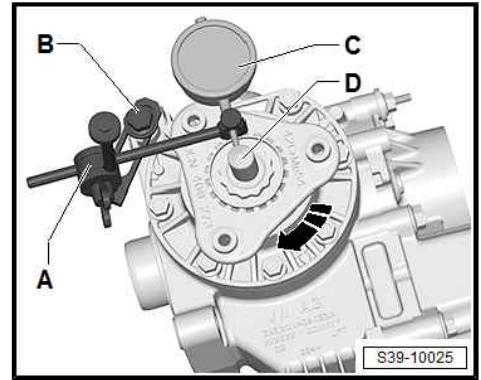
After tightening the nut for the output flange, check the runout on fixing bolt of the shaft bevel gear.



- Fasten a universal dial gauge holder - MP3-447- -A- with M8 x 25 bolt -B- on the angle gearbox.
- Position the universal dial gauge holder e.g. -VAS 6080- -C- on the fixing bolt of the shaft bevel gear -B-.
- Set the dial gauge to "0" with 1 mm bias.
- Rotate output flange one full turn -arrow-.
- Read measured value on the dial gauge.
- Runout: maximum 0.05 mm
- Install angle gearbox
⇒ ["4.6 Install angle gearbox \(Octavia III\)", page 409](#) .
- Check oil level for final drives
⇒ ["4.3 Check oil level in angle gearbox \(Octavia III\)", page 228](#) .

Tightening torques

- ◆ Parts of angle gearbox - assembly overview
⇒ ["4.4 Angle gearbox parts - Summary of components \(Octavia III\)", page 403](#) .



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2 Setting overview

⇒ ["2.1 Setting overview", page 370](#)

2.1 Setting overview



Note

When working on the gearbox it is only necessary to re-set the output shaft gears 1 through 4, output shaft 5th/6th gear and reverse gear or differential gear if parts were replaced that directly affect the setting of the gearbox. To avoid unnecessary settings, refer to the following table:

		Set:		
		Output shaft gears 1 through 4 ⇒ "2.3 Setting output shaft gears 1 through 4", page 331	Output shaft 5th and 6th gear/reverse gear ⇒ "3.2 Adjusting output shaft 5th, 6th gear/reverse gear", page 342	Differential ⇒ "3.7 Adjusting the differential", page 388
Replaced part:	Gearbox housing	x	x	x
	Clutch housing	x	x	x
	Output shaft gears 1 through 4	x		
	Output shaft 5th, 6th gear/reverse gear		x	
	Differential housing			x
	Tapered-roller bearing for output shaft gears 1 through 4	x		
	Tapered-roller bearing for output shaft of 5th/6th and reverse gear		x	
	Tapered-roller bearings for differential gears			x

3 Differential

⇒ [“3.1 Summary of components - vehicles with front-wheel drive \(Octavia II\)”, page 371](#)

⇒ [“3.2 Summary of components - front wheel drive \(Superb II and Octavia III\)”, page 374](#)

⇒ [“3.3 Summary of components - vehicles with four-wheel drive/ front-wheel drive with front axle differential lock \(Octavia III\)”, page 376](#)

⇒ [“3.4 Summary of components - vehicles with four-wheel drive \(Superb II\)”, page 379](#)

⇒ [“3.5 Removing and installing gasket ring for right flange shaft \(four-wheel drive\)”, page 381](#)

⇒ [“3.6 Disassembling and assembling differential gear”, page 384](#)

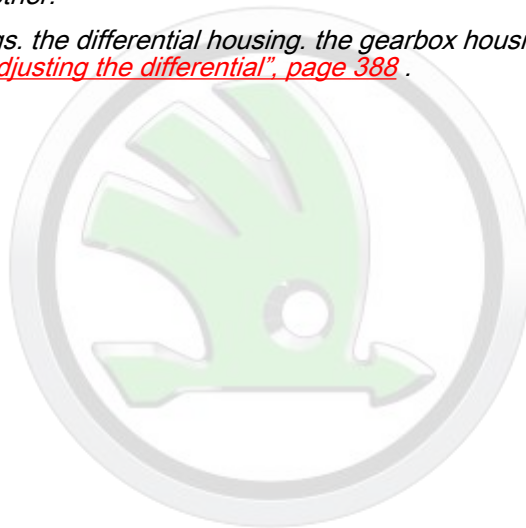
⇒ [“3.7 Adjusting the differential”, page 388](#)

3.1 Summary of components - vehicles with front-wheel drive (Octavia II)



Note

- ◆ *Before installing heat the inner ring of the tapered-roller bearing to 100°C.*
- ◆ *Replace both tapered-roller bearings together.*
- ◆ *When replacing the tapered-roller bearings. the differential housing. the gearbox housing or the clutch housing. set the differential gear ⇒ [“3.7 Adjusting the differential”, page 388](#).*



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1 - Gearbox housing

2 - Adjusting washer

- ☐ for differential
- ☐ Determine thickness
⇒ ["3.7 Adjusting the differential"](#), page 388

3 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 386](#)
- ☐ inserting ⇒ [page 386](#)

4 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 385](#)
- ☐ inserting ⇒ [page 385](#)

5 - Differential housing

- ☐ with riveted pinion for final drive
- ☐ Support -arrow- for the right tapered-roller bearing with insert for right flange shaft approx. 28 mm longer
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

6 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 385](#)
- ☐ Gearbox with right rigid shaft: press on ⇒ [page 385](#)
- ☐ Gearbox with right flange shaft: press on ⇒ [page 386](#)

7 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 384](#)
- ☐ inserting ⇒ [page 384](#)

8 - Washer

- ☐ Fitting position: the shoulder on the inside diameter points towards the gasket ring pos. 14
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

9 - Clutch housing

10 - O-ring

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

11 - Cap

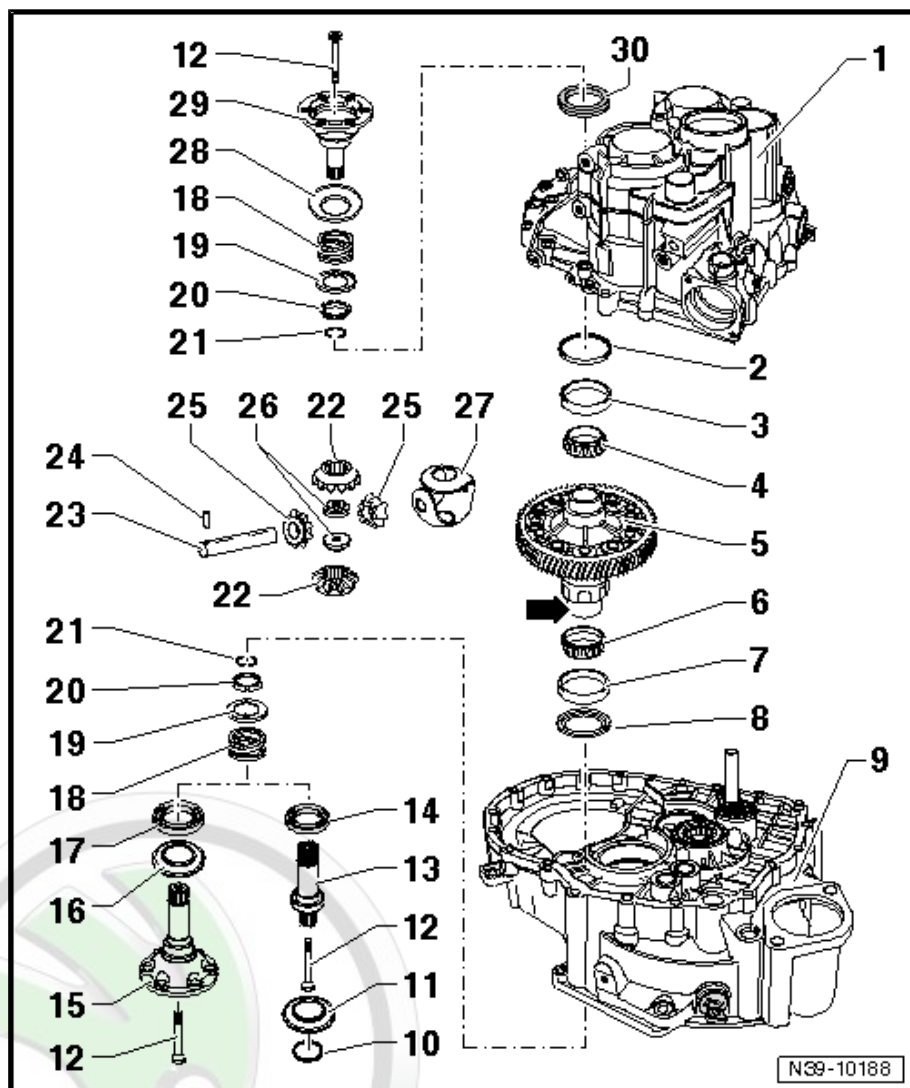
- ☐ can be removed from the rigid shaft pos. 13 or pressed on by hand

12 - Screw

- ☐ screw into threaded piece Pos. 26
- ☐ 33 Nm

13 - Rigid shaft

- ☐ For gearboxes as of production date 01/11/2004 replaced by flange shaft



14 - Sealing ring

- ☐ for rigid shaft up to production date 31/10/2004
- ☐ replace with installed gearbox
⇒ ["1.2 Replace the gasket ring for the right rigid shaft \(front-wheel drive\) \(Octavia II\)", page 348](#)

15 - Right flange shaft

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts replaces the rigid shaft Pos. 13 as of production date 01/11/2004

16 - Cap

- ☐ release with screwdriver alternatively from the flange shaft pos. 15
- ☐ push on by hand up to the stop
- ☐ must lock with the flange shaft

17 - Sealing ring

- ☐ for flange shaft as of production date 01/11/2004 Pos. 15
- ☐ replace with installed gearbox
⇒ ["1.3 Replace gasket ring for right flange shaft \(front-wheel drive\)", page 349](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

18 - Pressure spring for flange or rigid shaft

- ☐ rear flange or rigid shaft fitted

19 - Thrust washer

- ☐ Fitting position: collar to pressure spring. legs (if present) to conical ring

20 - Conical ring

- ☐ with grooves (if present) for thrust washer engagement
- ☐ Fitting position: Cone for differential gear housing

21 - Circlip

- ☐ holds the conical ring. stop disc and pressure spring in position when the flange shaft or rigid shaft is removed

22 - Differential bevel gear, large

- ☐ installing ⇒ [page 388](#)

23 - Differential bevel gear shaft

- ☐ drive out with drift
- ☐ installing ⇒ [page 388](#)

24 - Tensioning sleeve

- ☐ to secure the differential bevel gear shaft
- ☐ Removing and installing ⇒ [page 387](#)

25 - Differential bevel gear, small

- ☐ installing ⇒ [page 388](#)

26 - Threaded part

- ☐ installing ⇒ [page 388](#)

27 - Stop disc compound

- ☐ when installing moisten with gearbox oil

28 - Cap

- ☐ release with screwdriver alternatively from the flange shaft pos. 29
- ☐ Fitting position: recess points away from the threaded hole in the flange shaft
- ☐ push on by hand up to the stop
- ☐ must lock with the flange shaft



29 - Flange shaft

30 - Sealing ring

- ☐ for flange shaft
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ replace with installed gearbox ⇒ ["1.1 Replacing the left flange shaft sealing ring", page 347](#)

3.2 Summary of components - front wheel drive (Superb II and Octavia III)



Note

- ◆ Before installing heat the inner ring of the tapered-roller bearing to 100°C.
- ◆ Replace both tapered-roller bearings together.
- ◆ When replacing the tapered-roller bearings. the differential housing. the gearbox housing or the clutch housing. set the differential gear ⇒ ["3.7 Adjusting the differential", page 388](#).

1 - Gearbox housing

2 - Adjusting washer

- ☐ for differential
- ☐ Determine thickness
⇒ ["3.7 Adjusting the differential", page 388](#)

3 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 386](#)
- ☐ inserting ⇒ [page 386](#)

4 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 385](#)
- ☐ inserting ⇒ [page 385](#)

5 - Differential housing

- ☐ with riveted pinion for final drive
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

6 - Inner ring/tapered-roller bearing

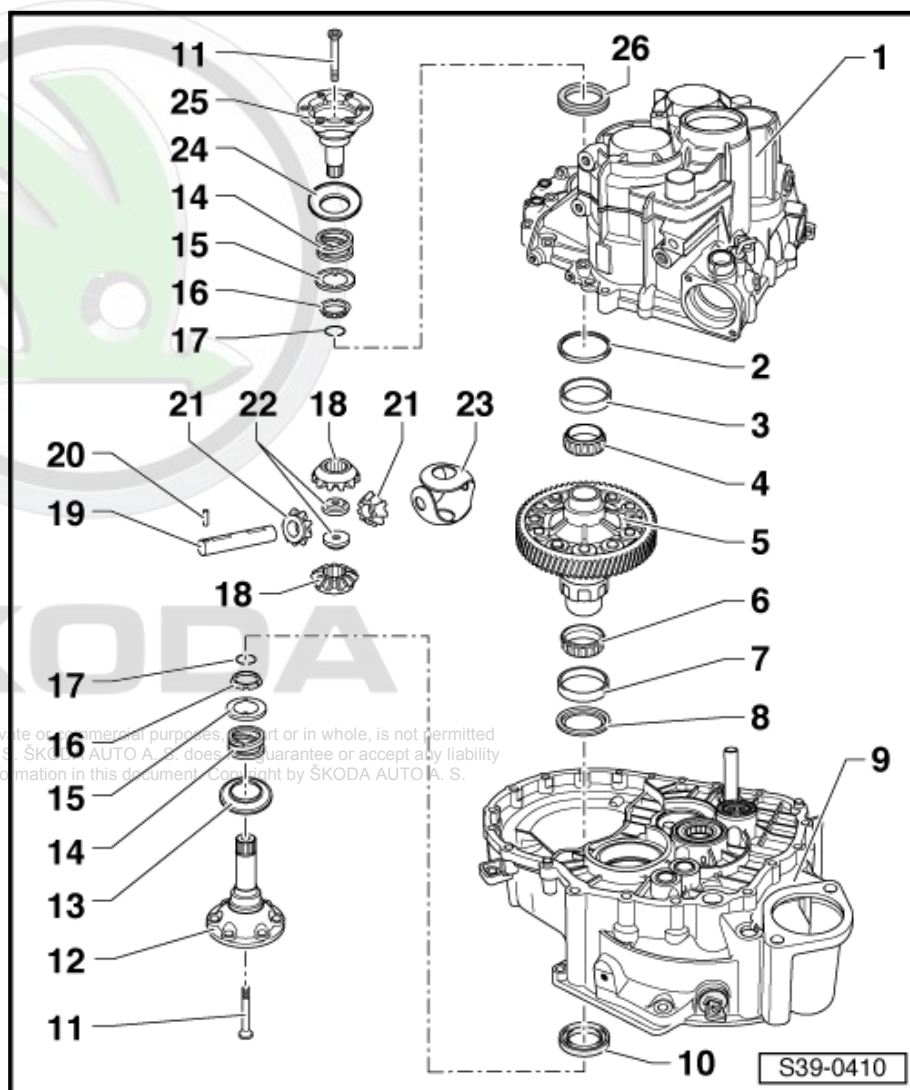
- ☐ remove ⇒ [page 385](#)
- ☐ Gearbox with right rigid shaft: press on
⇒ [page 385](#)
- ☐ Gearbox with right flange shaft: press on
⇒ [page 386](#)

7 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 384](#)
- ☐ inserting ⇒ [page 384](#)

8 - Washer

- ☐ Fitting position: the shoulder on the inside diameter points towards the gasket ring pos. 14



- ☐ Assignment ➤ Electronic Catalogue of Original Parts

9 - Clutch housing

10 - Sealing ring

- ☐ for right flange shaft Pos.12
- ☐ replace with installed gearbox
➔ ["1.3 Replace gasket ring for right flange shaft \(front-wheel drive\)", page 349](#)
- ☐ Assignment ➤ Electronic Catalogue of Original Parts

11 - Screw

- ☐ screw into threaded piece Pos. 22
- ☐ 33 Nm

12 - Right flange shaft

13 - Cap

- ☐ release with screwdriver alternatively from the flange shaft pos. 12
- ☐ push on by hand up to the stop
- ☐ must lock with the flange shaft

14 - Pressure spring for flange shaft

- ☐ fitted behind flange shaft

15 - Thrust washer

- ☐ Fitting position: collar to pressure spring. legs (if present) to conical ring

16 - Conical ring

- ☐ with grooves (if present) for thrust washer engagement
- ☐ Fitting position: Cone for differential gear housing

17 - Circlip

- ☐ holds the conical ring. stop disc and pressure spring in position when the flange shaft is removed

18 - Differential bevel gear, large

- ☐ installing ➔ [page 388](#)

19 - Differential bevel gear shaft

- ☐ drive out with drift

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- ☐ installing ➔ [page 388](#)

20 - Tensioning sleeve

- ☐ to secure the differential bevel gear shaft
- ☐ Removing and installing ➔ [page 387](#)

21 - Differential bevel gear, small

- ☐ Removing and installing ➔ [page 388](#)

22 - Threaded part

- ☐ installing ➔ [page 388](#)

23 - ball socket

- ☐ when installing moisten with gearbox oil

24 - Cap

- ☐ release with screwdriver alternatively from the flange shaft pos. 25
- ☐ Fitting position: recess points away from the threaded hole in the flange shaft
- ☐ push on by hand up to the stop
- ☐ must lock with the flange shaft

25 - Flange shaft left

26 - Sealing ring

- ☐ for left flange shaft Pos. 25



- ☐ replace with installed gearbox ➔ ["1.1 Replacing the left flange shaft sealing ring", page 347](#)
- ☐ Assignment ➔ Electronic Catalogue of Original Parts

3.3 Summary of components - vehicles with four-wheel drive/front-wheel drive with front axle differential lock (Octavia III)



Note

- ♦ Heat the inner rings/tapered roller bearing with the inductive heater - VAS 6414- to approx. 100°C before installing. Wear protective gloves.
- ♦ Replace both tapered-roller bearings together.
- ♦ When replacing the tapered-roller bearings, the differential housing, the gearbox housing or the clutch housing, set the differential gear ➔ ["3.7 Adjusting the differential", page 388](#).

1 - Gearbox housing

2 - Adjusting washer

- ☐ for differential
- ☐ Determine thickness ➔ ["3.7 Adjusting the differential", page 388](#)

3 - Outer ring/tapered-roller bearing

- ☐ removing ➔ [page 386](#)
- ☐ inserting ➔ [page 386](#)

4 - Inner ring/tapered-roller bearing

- ☐ remove ➔ [page 385](#)
- ☐ inserting ➔ [page 385](#)

5 - Differential housing

- ☐ with differential bevel gears, differential cage, differential bevel gear shaft and gear pinion for final drive
- ☐ Remove differential bevel gears, differential cage and differential bevel gear shaft ➔ [page 387](#)
- ☐ Install differential bevel gears, differential cage and differential bevel gear shaft ➔ [page 388](#)

6 - Inner ring/tapered-roller bearing

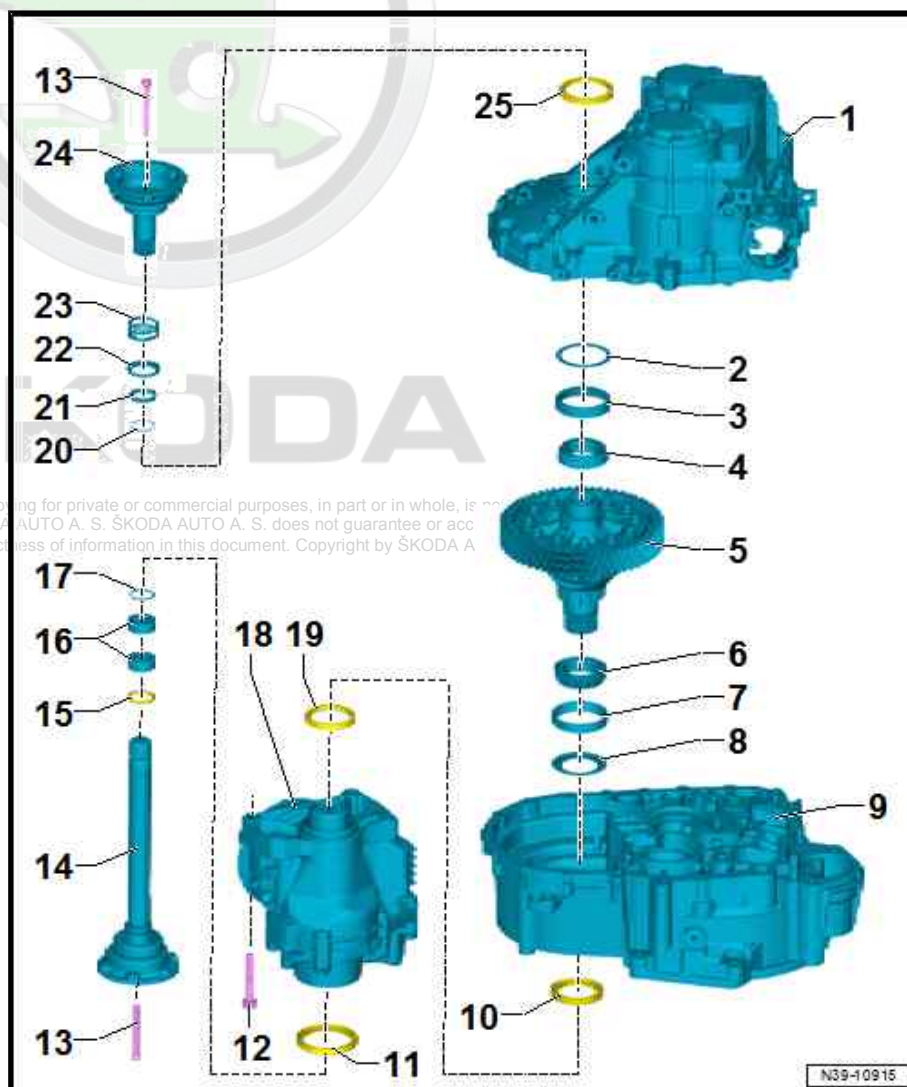
- ☐ remove ➔ [page 385](#)
- ☐ inserting ➔ [page 386](#)

7 - Outer ring/tapered-roller bearing

- ☐ removing ➔ [page 384](#)
- ☐ inserting ➔ [page 384](#)

8 - Washer

Fitting location: the shoulder on the inside diameter points towards the gasket ring in the clutch housing



Assignment ⇒ Electronic Catalogue of Original Parts

9 - Clutch housing

10 - Sealing ring

- ☐ Replace after disassembly
- ☐ Four-wheel drive: between the manual gearbox and the angle gearbox
- ☐ Replace
⇒ ["1.6 Replacing gasket rings between angle gearbox and manual gearbox \(four-wheel drive\)", page 354](#)
- ☐ Front drive with differential lock for front axle: between manual transmission and differential lock for front axle
- ☐ Replace
⇒ ["1.6 Replacing gasket rings between angle gearbox and manual gearbox \(four-wheel drive\)", page 354](#)

11 - Sealing ring

- ☐ for right flange shaft
- ☐ All-wheel drive: for internal gearbox: replace with angular gearbox
⇒ ["1.5 Replacing the right flange shaft gasket ring \(four-wheel drive\)", page 353](#)
- ☐ Front drive with differential lock for front axle: replace if the differential lock for front axle is installed
⇒ ["1.6.2 Sealing ring on the manual gearbox, between manual gearbox and angle gearbox or between manual gearbox and front axle differential lock, replace", page 355](#)

12 - Screw

- ☐ Qty. 4
- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts
- ☐ 40 Nm + 90°

13 - Screw

- ☐ Replace after disassembly
- ☐ 33 Nm

14 - Right flange shaft

- ☐ Removing and installing, four-wheel drive
⇒ ["3.5 Removing and installing gasket ring for right flange shaft \(four-wheel drive\)", page 381](#)
- ☐ Removing and installing, front-wheel drive with front axle differential lock
⇒ ["1.4 Replace gasket ring for right flange shaft, front-wheel drive with front axle differential lock", page 351](#)

15 - Sealing ring

- ☐ Replace after disassembly
- ☐ All-wheel drive: flange shafts on the angular gearbox
⇒ ["4.4 Angle gearbox parts - Summary of components \(Octavia III\)", page 403](#)
- ☐ Four-wheel drive: replace from the sealing ring side ⇒ [Item 11 \(page 377\)](#)
⇒ ["1.5 Replacing the right flange shaft gasket ring \(four-wheel drive\)", page 353](#)
- ☐ Front drive with differential lock for front axle: flange shafts on all-wheel clutch
- ☐ Front drive with differential lock for front axle: replace from the side of the sealing ring
⇒ [Item 19 \(page 378\)](#)
⇒ ["5.2.2 Replace sealing ring for right flange shaft on the front axle differential lock \(four-wheel drive clutch\)", page 415](#)

16 - Needle bearing

- ☐ Only four-wheel drive
- ☐ Replace
⇒ ["1.7 Replacing the needle bearing and gasket ring on right flange shaft \(four-wheel drive\)", page 356](#)

17 - Circlip

- ☐ Replace after disassembly
- ☐ For all-wheel drive: for needle bearings
- ☐ Front drive with differential lock for front axle: for right flanged shaft



18 - Angle gearbox four-wheel drive, front axle differential lock front-wheel drive

- ☐ Four-wheel drive: sealing rings, bearing for flange shaft and bearing for outlet flange
⇒ ["4.4 Angle gearbox parts - Summary of components \(Octavia III\)", page 403](#)
- ☐ Front axle differential lock, depending on equipment, is installed in conjunction with petrol engine
⇒ ["1.3 Identification characters, aggregate assignment, ratios, filling capacities \(Octavia III\)", page 8](#)
- ☐ Replace sealing rings and bearing for flange shaft, front-wheel drive
⇒ ["5.1 Summary of components - Components of the front axle differential lock", page 412](#)

19 - Sealing ring

- ☐ Replace after disassembly
- ☐ Four-wheel drive: between the angle gearbox and the manual gearbox
- ☐ Four-wheel drive: replace if angle gearbox is removed
⇒ ["1.6 Replacing gasket rings between angle gearbox and manual gearbox \(four-wheel drive\)", page 354](#)
- ☐ Front drive with differential lock for front axle: between differential lock for front axle and gearbox
- ☐ Front drive with differential lock for front axle: replace if the differential lock for front axle is removed
⇒ ["5.2.1 Replace sealing ring for front axle differential lock/manual gearbox on front axle differential lock", page 414](#)

20 - Circlip

- ☐ holds the conical ring, stop disc and pressure spring in position when the flange shaft is removed

21 - Conical ring

- ☐ with grooves (if present) for thrust washer engagement
- ☐ Fitting position: Cone for differential gear housing

22 - Thrust washer

- ☐ Fitting position: collar for pressure spring, lands for conical ring

23 - Pressure spring for left flange shaft

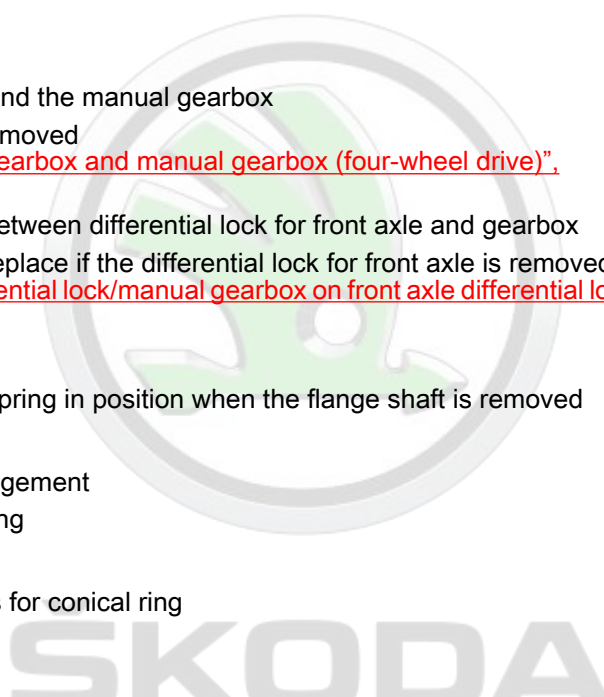
- ☐ fitted behind left flange shaft

24 - Flange shaft left

- ☐ With protective ring, depending on equipment
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Lever protective ring off left flange shaft with a screwdriver alternately on both sides
- ☐ Fitting position: recess points away from the threaded holes in the flange shaft
- ☐ Push on protective ring by hand up to the stop
- ☐ Protective ring must engage in the flange shaft

25 - Sealing ring

- ☐ Replace after disassembly
- ☐ for left flange shaft
- ☐ replace, on installed gearbox ⇒ ["1.1 Replacing the left flange shaft sealing ring", page 347](#)



3.4 Summary of components - vehicles with four-wheel drive (Superb II)

Note

- ◆ Before installing heat the inner ring of the tapered-roller bearing to 100°C.
- ◆ Replace both tapered-roller bearings together.
- ◆ When replacing the tapered-roller bearings, the differential housing, the gearbox housing or the clutch housing, set the differential gear ⇒ ["3.7 Adjusting the differential", page 388](#).

1 - Gearbox housing

2 - Adjusting washer

- ☐ for differential
- ☐ Determine thickness
⇒ ["3.7 Adjusting the differential", page 388](#)

3 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 386](#)
- ☐ inserting ⇒ [page 386](#)

4 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 385](#)
- ☐ inserting ⇒ [page 385](#)

5 - Differential housing

- ☐ with riveted pinion for final drive

6 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 385](#)
- ☐ inserting ⇒ [page 386](#)

7 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 384](#)
- ☐ inserting ⇒ [page 384](#)

8 - Washer

- ☐ Fitting position: the shoulder on the inside diameter points towards the angle gearbox pos. 18

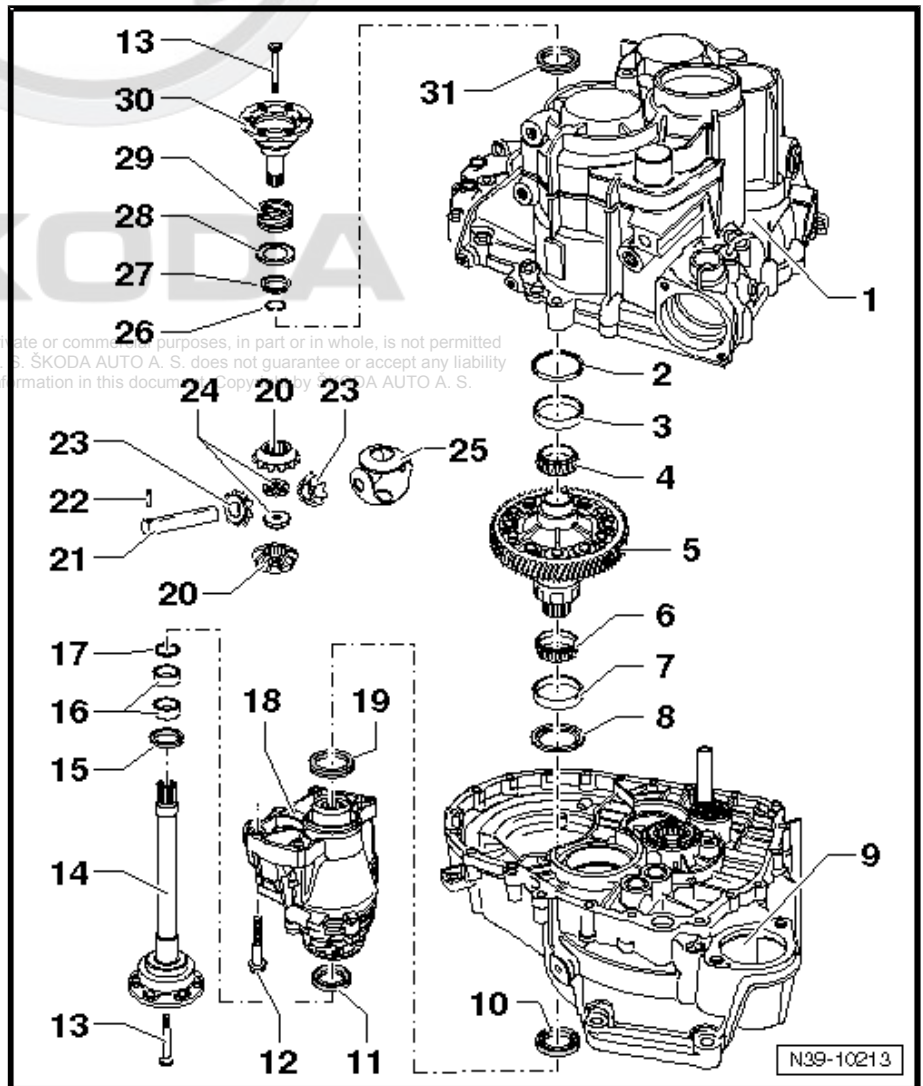
9 - Clutch housing

10 - Sealing ring

- ☐ between manual gearbox and angle gearbox
- ☐ Replace
⇒ ["1.6 Replacing gasket rings between angle gearbox and manual gearbox \(four-wheel drive\)", page 354](#)
- ☐ pull out using ejection lever - MP3-418- or ejection lever - T20143/2-
- ☐ on disassembled gearbox it can be driven in with pressure plate - T40007- up to the stop

11 - Sealing ring

- ☐ for right flange shaft





- ☐ diameter of left and right differ
- ☐ replace with installed manual gearbox with angle gearbox
⇒ ["1.5 Replacing the right flange shaft gasket ring \(four-wheel drive\)", page 353](#)

12 - Screw

- ☐ Qty. 4
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 40 Nm + 90°

13 - Screw

- ☐ screw into threaded piece Pos. 24
- ☐ 33 Nm

14 - Right flange shaft

- ☐ Removing and installing
⇒ ["3.5 Removing and installing gasket ring for right flange shaft \(four-wheel drive\)", page 381](#)

15 - Sealing ring

- ☐ to replace. remove the needle bearings (polygon bearing) pos. 16

16 - Needle bearing

- ☐ Replace
⇒ ["1.7 Replacing the needle bearing and gasket ring on right flange shaft \(four-wheel drive\)", page 356](#)

17 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

18 - Angle gearbox

- ☐ Removing and installing with gearbox fitted ⇒ ["4 Removing and installing angle gearbox", page 391](#)
- ☐ Removing and installing with gearbox removed
⇒ ["6.5 Mounting sequence up to production date 20/01/2008 \(Octavia II\)", page 250](#)

19 - Sealing ring

- ☐ between angle gearbox and manual gearbox
- ☐ replace with angle gearbox removed ⇒ ["1.6.1 Replace gasket ring at angle gearbox", page 354](#)

20 - Differential bevel gear, large

- ☐ installing ⇒ [page 388](#)

21 - Differential bevel gear shaft

- ☐ removing ⇒ [page 387](#)
- ☐ installing ⇒ [page 388](#)

22 - Tensioning sleeve

- ☐ to secure the differential bevel gear shaft
- ☐ removing ⇒ [page 387](#)
- ☐ drive in the new tensioning sleeve ⇒ [page 387](#) flush

23 - Differential bevel gear, small

- ☐ installing ⇒ [page 388](#)

24 - Threaded part

- ☐ installing ⇒ [page 388](#)

25 - Stop disc compound

- ☐ insert with gear oil

26 - Circlip

- ☐ holds the conical ring. stop disc and pressure spring in position when the flange shaft is removed

27 - Conical ring

- ☐ with grooves (if present) for thrust washer engagement
- ☐ Fitting position: Cone for differential gear housing

28 - Thrust washer

- ☐ Fitting position: collar to pressure spring. legs (if present) to conical ring

29 - Pressure spring for left flange shaft

- ☐ fitted behind left flange shaft

30 - Flange shaft left

31 - Sealing ring

- ☐ for left flange shaft
- ☐ diameter of left and right differ
- ☐ replace with installed gearbox ⇒ ["1.1 Replacing the left flange shaft sealing ring", page 347](#)

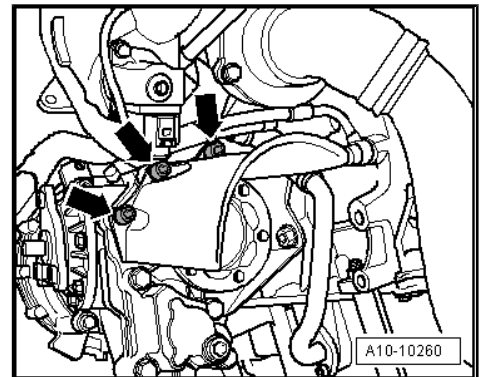
3.5 Removing and installing gasket ring for right flange shaft (four-wheel drive)

Special tools and workshop equipment required

- ◆ Socket - T10107A-
- ◆ Extractor - T10037-
- ◆ Thrust piece - MP3-431 (3002)-
- ◆ Catch pan

3.5.1 Removing

- If applicable remove cap for drive shaft -arrows-.



Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.



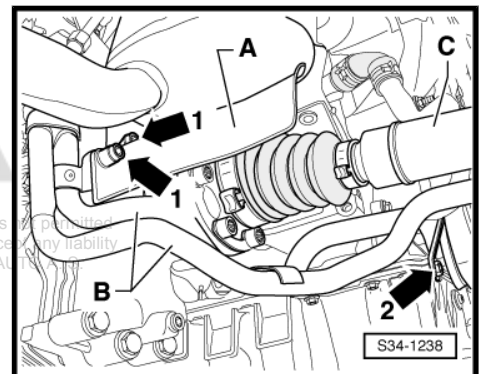
Note

In this case do not open the cooling system.

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For all vehicles

- Unscrew right drive shaft from flange shaft ⇒ Chassis; Rep. gr. 40 .
- Tie up the drive shaft as far as possible to the top and do not damage the surface protection in the process.
- Position the catch pan under the gearbox and the engine.



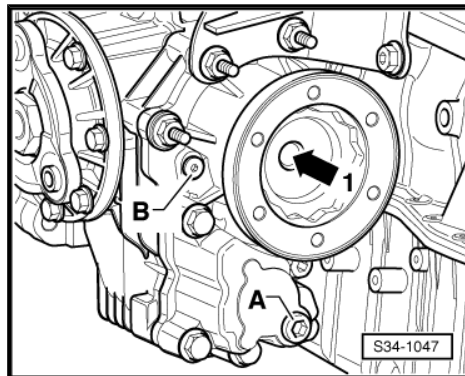


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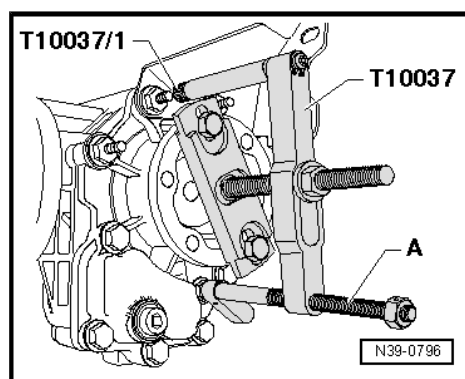
Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

- Remove conical screw for right flange shaft -arrow 1- using the socket insert - T10107A- .



- Screw extractor - T10037- onto right flange shaft.
- Insert the thrust piece - MP3-431 (3002)- between the hexagon screw with set screw and support of the extractor - T10037/1- as support.
- Align the extractor - T10037- parallel to the flange using the nut of the spindle -A-.
- Take out the flange shaft.



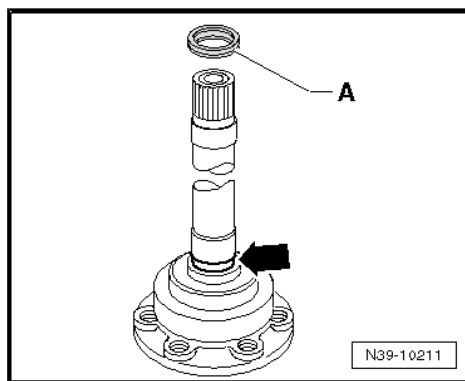
3.5.2 Installing

Installation occurs in reverse order to removal.



Note

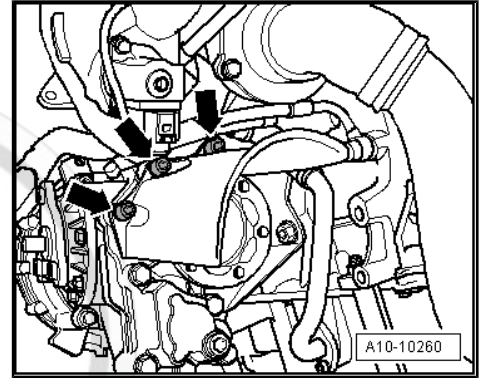
- ♦ *Always replace the conical screw for securing the flange shaft.*
- ♦ *Always replace the gasket ring from the groove of the flange shaft.*
- Remove old gasket ring -A- from the groove of the flange shaft -arrow- and replace with a new one.
- Carefully drive the flange shaft into the angle gearbox. while doing so slowly turn it.
- Secure the flange shaft with the new conical screw.
- Tightening torque ⇒ [“6.4.2 All-wheel drive”, page 248](#) .
- Bolt drive shaft to flange shaft ⇒ Chassis; Rep. gr. 40 .



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- Install cap for drive shaft -arrows-. if it was removed.



Vehicles with auxiliary heating

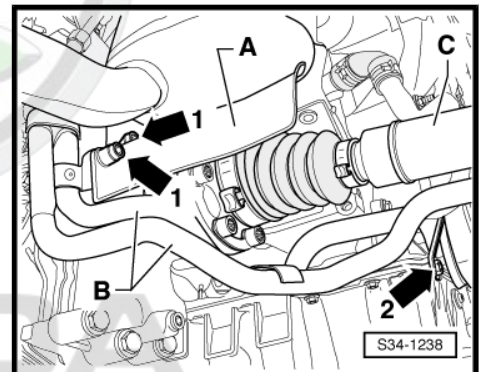
- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.



In this case do not open the cooling system.

For all vehicles

- Inspecting oil level in the angle gearbox
⇒ [“4 Inspecting gear oil in the angle gearbox”, page 224](#) .
- Install the noise insulation ⇒ [Body Work; Rep. gr. 50](#) .
- Attach the right front wheel ⇒ [Chassis; Rep. gr. 44](#) .



Tightening torques

Flange shaft on gearbox (conical screw)	⇒ “6.4.2 All-wheel drive”, page 248
Protective cap drive shaft on angle gearbox	Octavia II, Superb II and Yeti ⇒ “4.2.1 Tightening torques”, page 400 Octavia III ⇒ “4.3 Angle gearbox - Summary of components (Octavia III)”, page 402 and ⇒ “4.7 Tightening torques for angle gearbox (Octavia III)”, page 410



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3.6 Disassembling and assembling differential gear

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Mandrel - MP3-448 (VW 408A)-
- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Pipe section - MP3-451 (VW 422)-
- ◆ Thrust piece - MP3-459 (VW 473)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Assembly tool - MP5-402 (3301)-
- ◆ Pressure spindle - MP6-405 (VW 411)-
- ◆ Pressure spindle - MP6-419 (3259)-
- ◆ Pressure spindle - T30019 (3345)-
- ◆ Thrust plate - T30045 (3005)-
- ◆ Pressure spindle - T30055 (3296)-
- ◆ Separating tool e. g. -VAS 251 409- or -Kukko 17-1-
- ◆ Extractor e. g. -VAS 251 417- or -Kukko 18-1-
- ◆ Interior extractor 45 up to 58 mm , e.g. -VAS 251 615- or -Kukko 21-7-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-
- ◆ Extractor e. g. -VAS 251 007- or -Kukko 204-2-

Remove outer ring/tapered-roller bearing from clutch housing

A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

B - Interior extractor , e.g. -VAS 251 615- or -Kukko 21-7-



Note

- ◆ *Tighten the interior extractor -B- between the outer ring/tapered-roller bearing and the washer.*
- ◆ *After pulling out the washer check for damage. if necessary replace.*

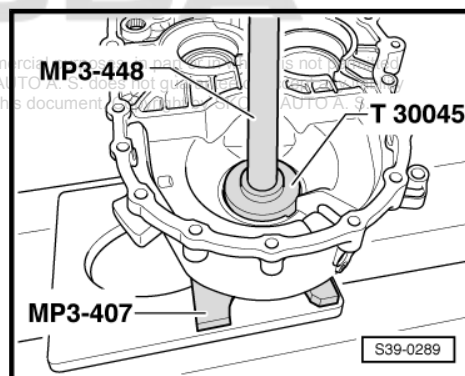
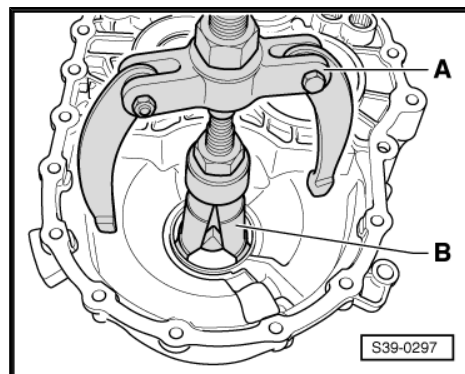
Press outer ring/tapered-roller bearing into the clutch housing

- First insert the washer.



Note

Pay attention to the fitting position of the washer. the shoulder on the inside diameter points towards the gasket ring.



Remove bearing inner ring for taper roller bearing

A - Extractor e. g. -VAS 251 007- or -Kukko 204-2-

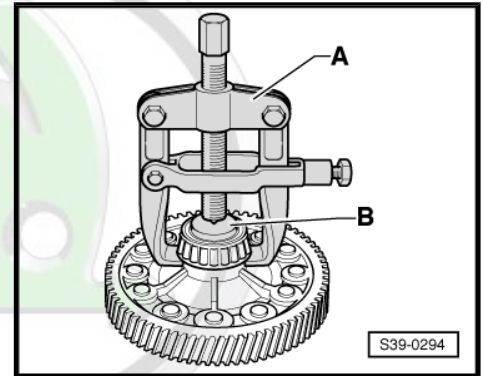
B - Thrust plate - MP3-467 (40-105)-

- Tighten the extractor -A- in the area of the flattened sides of the differential gear housing below the inner ring.

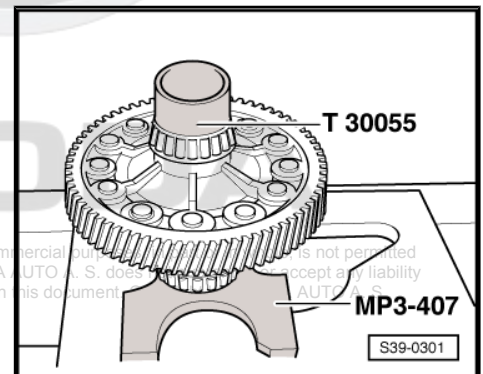


Note

When pulling off the inner ring make sure the hooks do not bend outwards; if necessary, tighten the screw on the locking pin.



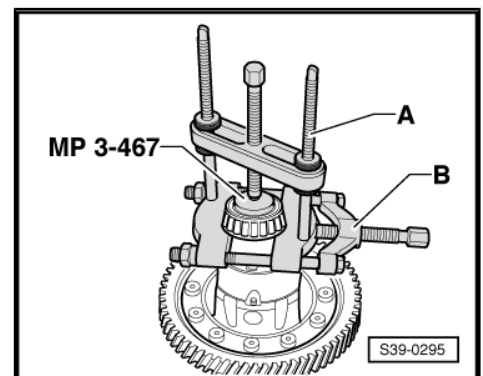
Press on inner ring/tapered-roller bearing



Remove bearing inner ring for taper roller bearing

A - Extractor e. g. -VAS 251 417- or -Kukko 18-1-

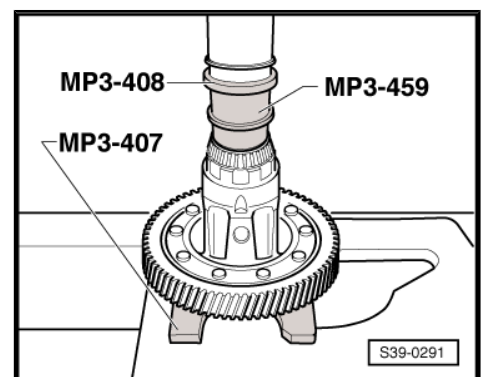
B - Separating tool e. g. -VAS 251 409- or -Kukko 17-1-



Gear box with right-hand thrust: press on inner ring / tapered roller bearing

- Place pressure plate - MP3-459- with small external diameter onto the inner ring/tapered-roller bearing.

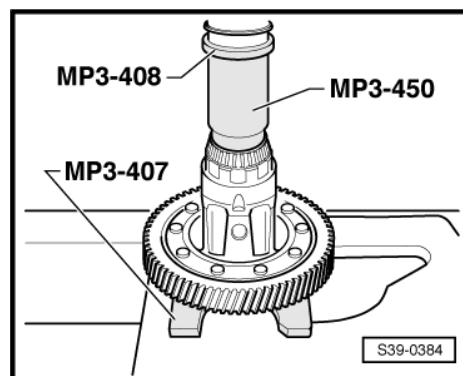
It must be possible to rotate the cage with the taper rollers freely when pressing on.





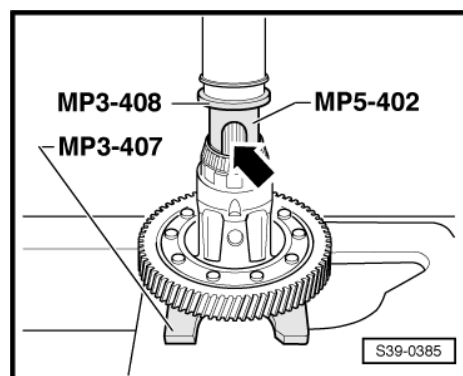
Gear box with right-hand flange shaft: press on inner ring / tapered roller bearing

It must be possible to rotate the cage with the taper rollers freely when pressing on.



Four-wheel drive: press on inner ring/tapered-roller bearing

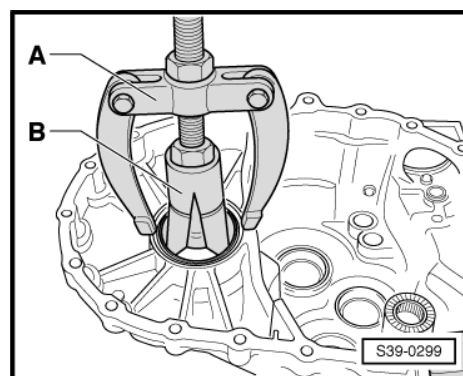
- Place sleeve from the assembly device - MP5-402- with the opening -arrow- (large internal diameter) onto the inner ring/tapered-roller bearing.



Remove outer ring/tapered-roller bearing from the gearbox housing

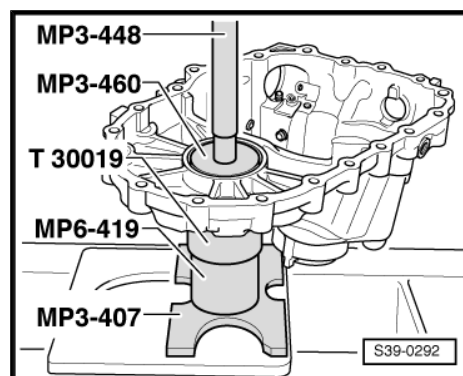
A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

B - Interior extractor , e.g. -VAS 251 615- or -Kukko 21-7-



Press in outer ring/tapered-roller bearing in the gearbox housing

- Support the gearbox housing with a pipe - T30019- directly below the bearing support.



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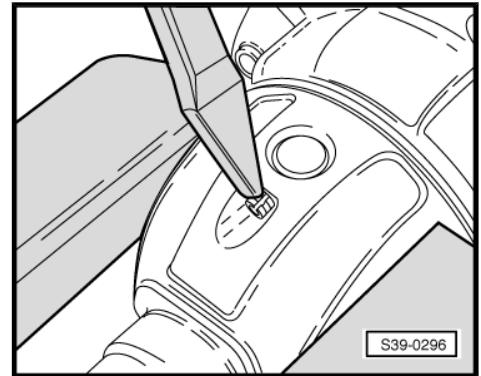
Remove and install the tensioning sleeve for differential bevel gear shaft

Removing

- Cover inner ring/tapered-roller bearing to avoid any possible damage and swarf.
- Drive out tensioning sleeve with a chisel. position the chisel in the circular slot.

Installing

- Drive into the differential gear housing up to the stop.



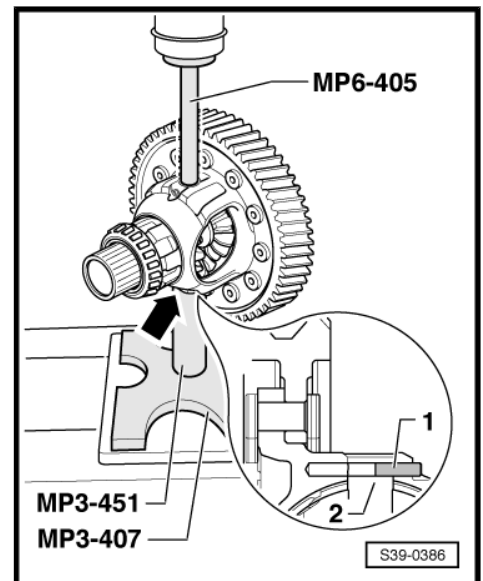
Four-wheel drive: remove differential bevel gear shaft and tensioning sleeve for differential bevel gear shaft

- First drive in the tensioning sleeve -1- into the differential bevel gear shaft -2- flush.
- Then position the differential with the tensioning sleeve -arrow- pointing towards the pipe section - MP3-451- under the press.
- Then press out the differential bevel gear shaft.



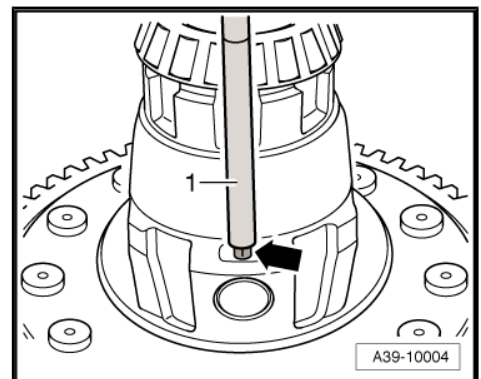
Note

If necessary remove the cut parts of the tensioning sleeve from the differential gear housing.



Four-wheel drive: install the clamping sleeve

- Drive in the new tensioning sleeve -arrow- flush to the differential gear housing using a drift -1-.



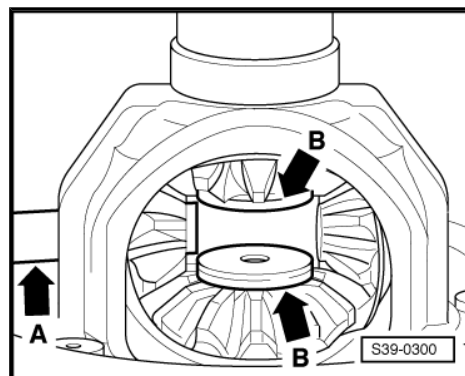
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Install differential bevel gears, large and small

- Install stop disc compound with gearbox oil.
- Insert both large differential bevel gears and secure (e.g. with flange shaft).
- Insert and swivel both small differential bevel gears into position with a 180° offset.
- Push in the differential bevel gear shaft -arrow A- up to the first small differential bevel gear.
- Insert the threaded parts -arrows B- in the large differential bevel gears.



Fitting position: shoulder towards the large differential bevel gears

- Drive in the differential bevel gear shaft up to end position and secure with tensioning sleeve.

3.7 Adjusting the differential

Special tools and workshop equipment required

- ◆ Gauge block plate - MP3-405/17 (VW 385/17)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Universal dial gauge bracket - MP3-447 (VW 387)-
- ◆ Mandrel - MP3-448 (VW 408A)-
- ◆ Pressure spindle - MP6-419 (3259)-
- ◆ Pressure spindle - T30019 (3345)-
- ◆ Thrust plate - T30045 (3005)-
- ◆ Interior extractor 45 up to 58 mm , e.g. -VAS 251 615- or -Kukko 21-7-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-

The differential must be re-set when the following components are replaced:

- ◆ Gearbox housing
- ◆ Clutch housing
- ◆ Differential housing
- ◆ Tapered-roller bearings of the differential gear

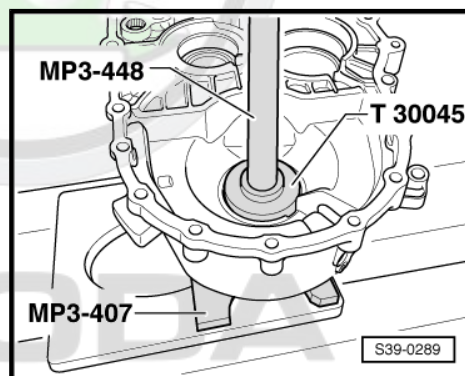
Setting overview ⇒ [“2 Setting overview”, page 370](#) .

- Press the outer ring/tapered-roller bearing with washer in the clutch housing.



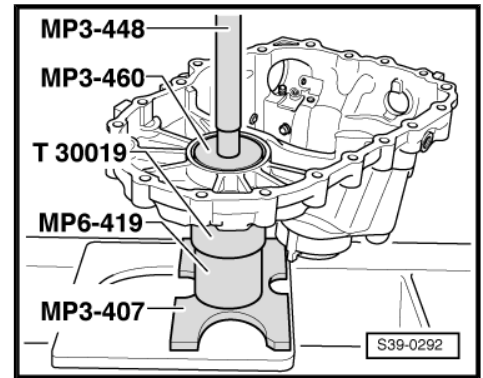
Note

Pay attention to the fitting position of the washer. the shoulder on the inside diameter points towards the gasket ring in the clutch housing.



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- Press outer ring/tapered-roller bearing without adjusting washer into the gearbox housing.
- Insert the differential gear in the clutch housing.
- Position the gearbox housing and tighten 5 screws to the given tightening torque
⇒ [“6.3 Removing and installing gearbox housing and shift mechanism”, page 242](#) .
- Press differential gear towards the clutch housing while simultaneously turning eight times.



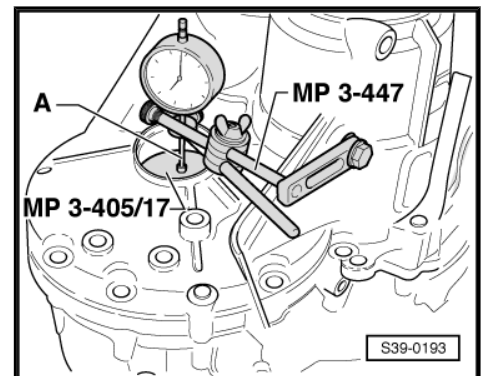
- Set the dial gauge to “0” with 1 mm bias.
- A - Dial gauge extension 30 mm
- Move the differential gear up and down, read and write down the clearance on the dial gauge (example: 0.70 mm).

Determine thickness of the adjusting washer

The prescribed bearing preload is reached by adding to the established measured value a constant compression value (0.25 mm).

Example:

measured value	0.70 mm
+ compression (constant value)	0.25 mm
= Thickness of the adjusting washer	0.95 mm



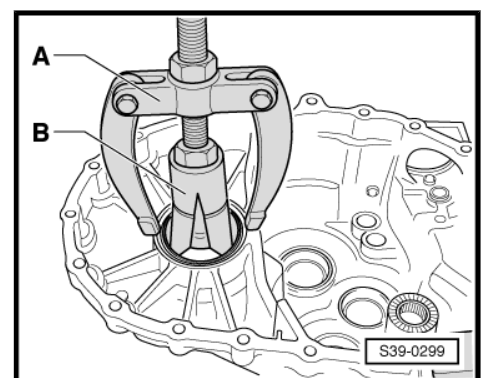
The following adjusting washers are available:

Assign the adjusting washers via the ⇒ [Electronic Catalogue of Original Parts](#) .

Adjusting washer thickness (mm)		
0.65	0.90	1.15
0.70	0.95	1.20
0.75	1.00	1.25
0.80	1.05	
0.85	1.10	

- Remove the gearbox housing.
 - Remove outer ring/tapered-roller bearing from gearbox housing.
- A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-
B - Interior extractor , e.g. -VAS 251 615- or -Kukko 21-7-
- Insert an adjusting washer of the correct thickness.
 - If the measured washer thickness is greater than the one listed in the table. 2 washers corresponding to the measured value may be fitted.
 - First insert the thicker adjusting washer.

The various thicknesses make it possible to achieve the exact shim thickness required.



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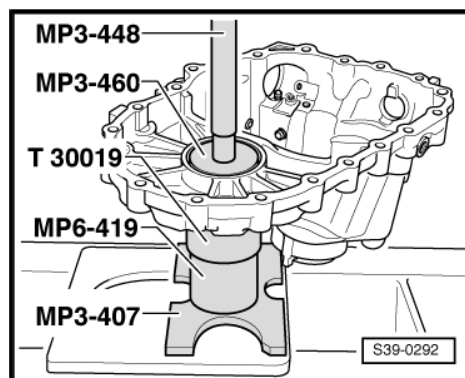
Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

- Press in the outer ring again and tighten the gearbox housing to the specified tightening torque.

Tightening torques

- ◆ Gearbox housing to clutch housing
⇒ ["6.3 Removing and installing gearbox housing and shift mechanism", page 242](#)



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4 Removing and installing angle gearbox

⇒ [“4.1 Removing angle gearbox \(Octavia II. Superb II and Yeti\)”, page 391](#)

⇒ [“4.2 Installing angle gearbox \(Octavia II. Superb II and Yeti\)”, page 396](#)

⇒ [“4.3 Angle gearbox - Summary of components \(Octavia III\)”, page 402](#)

⇒ [“4.4 Angle gearbox parts - Summary of components \(Octavia III\)”, page 403](#)

⇒ [“4.5 Remove angle gearbox \(Octavia III\)”, page 404](#)

⇒ [“4.6 Install angle gearbox \(Octavia III\)”, page 409](#)

⇒ [“4.7 Tightening torques for angle gearbox \(Octavia III\)”, page 410](#)

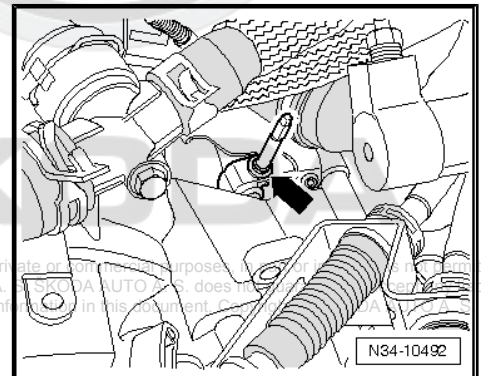
4.1 Removing angle gearbox (Octavia II. Superb II and Yeti)

For vehicles Octavia II and Superb II

First check if a ventilation pipe -arrow- is installed at the angle gearbox.

- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

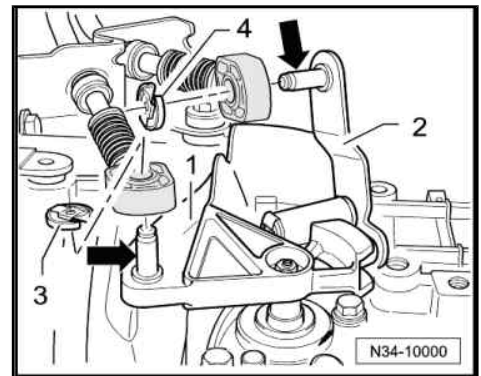
To remove the ventilation pipe. the shift mechanism must be removed from the gearbox:



- Remove lock washer -3- for shift cable from gearbox shift lever -1- and pull off the shift cable from the stud -arrow-.

Metal relay lever

- Remove lock washer -4- for selector cable from relay lever -2- and pull off the selector cable from the stud -arrow-.

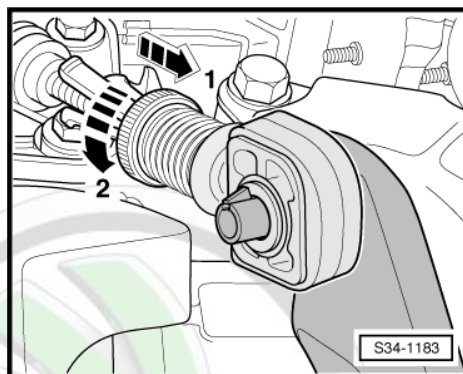




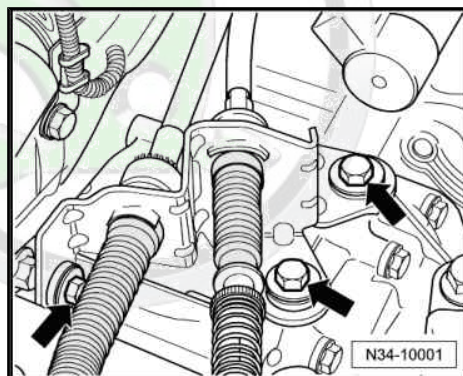
Plastic relay lever

- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.

For vehicles Octavia II and Superb II



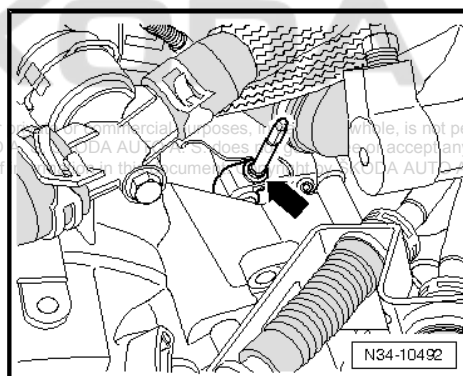
- Disconnect cable support from gearbox -arrows-. lay aside and tie up.



- If present, remove the ventilation pipe from the angle gearbox -arrow-.
- Loosen the front wheel bolts.

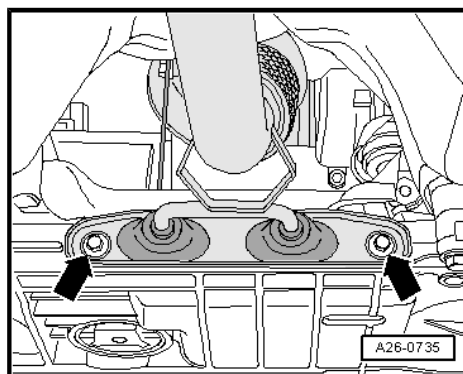
For all vehicles

- Raise vehicle:
- ♦ ⇒ Maintenance ; Booklet Octavia II .
- ♦ ⇒ Maintenance ; Booklet Superb II .
- ♦ ⇒ Maintenance ; Booklet Yeti .
- Remove wheels at the front.
- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and front right wheelhouse liner.
- Remove all supports for exhaust gas system from gearbox and from exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier -arrows- ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.

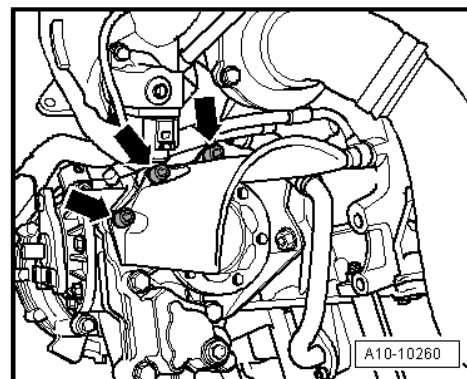


Note

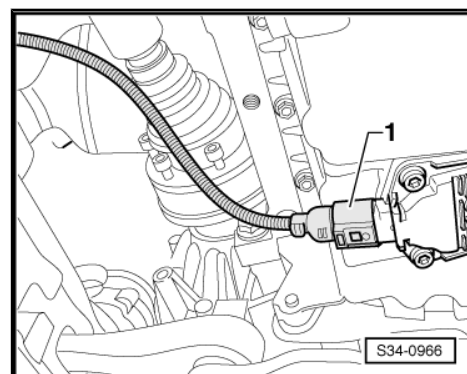
The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.



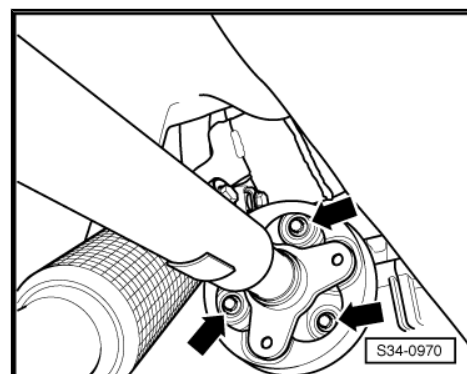
- If present, remove heat shield for drive shaft -arrows-.



- Disconnect plug -1- from oil level and oil temperature sender - G266- .



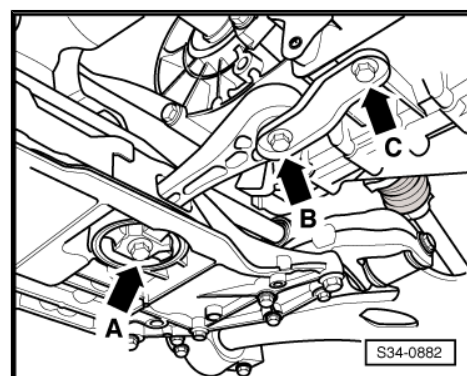
- Mark the position of the propshaft with flexible disk to the flange of the angle gearbox.
- Unscrew propshaft with flexible disk from flange of angle gearbox -arrows-.



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- Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.



**Note**

After removing the pendulum support from the gearbox, the engine/gearbox unit swivels slightly towards the front (direction front). When removing and installing make sure that the gasket ring -arrow- in the propshaft flange is not damaged.

- Push engine/gearbox unit forwards and pull off the propshaft from the output flange of the angle gearbox.
- Raise propshaft and tie up.
- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove assembly carrier with pendulum support, anti-roll bar consoles, steering gear and track control arms ⇒ Chassis; Rep. gr. 40 .

For vehicles Superb II and Yeti

- If applicable remove heat shield -A- for drive shaft -arrows 1-.

Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.

**Note**

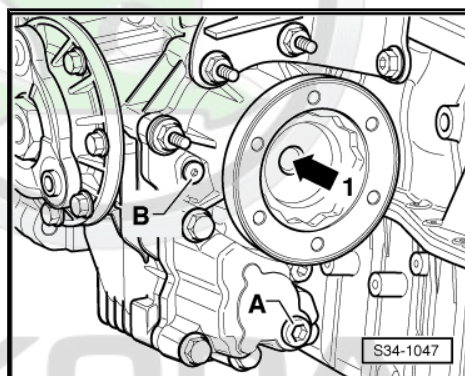
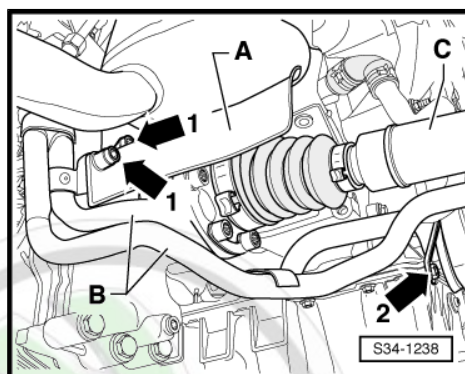
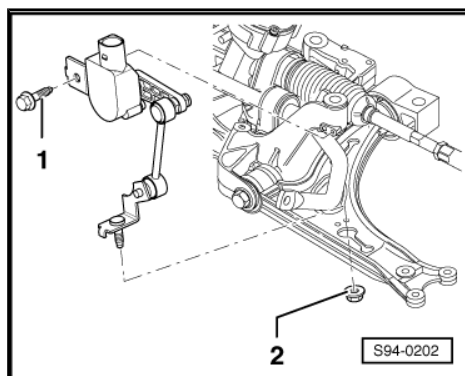
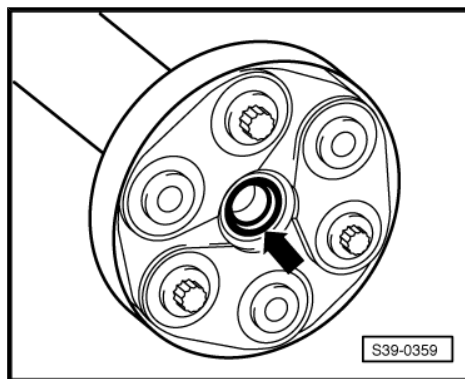
In this case do not open the cooling system.

For all vehicles

- Remove right drive shaft from the flange shaft of the gearbox ⇒ Chassis; Rep. gr. 40 and tie up (do not damage the surface protection).
- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .

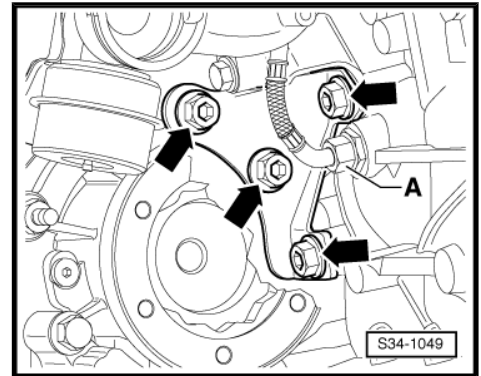
**Note**

On vehicles without particle filter, the right flange shaft remains in the angle gearbox.

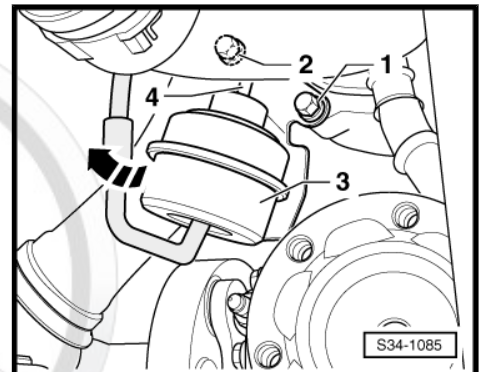


For vehicles without particle filter

- If present. remove oil line for exhaust turbocharger -A- at engine.
- Release screws -arrows- for gearbox carrier at engine and angle gearbox and remove gearbox carrier.



- If necessary the vacuum setting element of the charge pressure control -3- must be slightly turned to the side so that the upper fixing screws for angle gearbox are accessible on the manual gearbox.
- To do so. the screw -1- must be released and the screw -2- (covered) must only be slackened. Then press the vacuum setting element -3- slightly to the side -direction of arrow- while doing so do not damage the rod -4-.

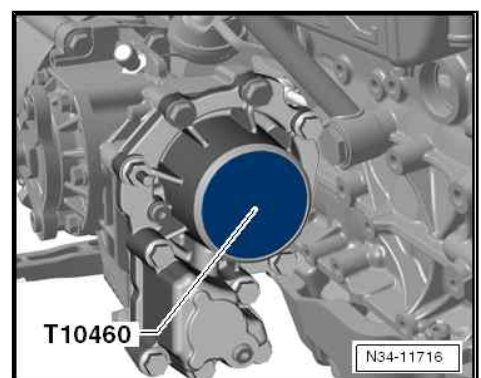
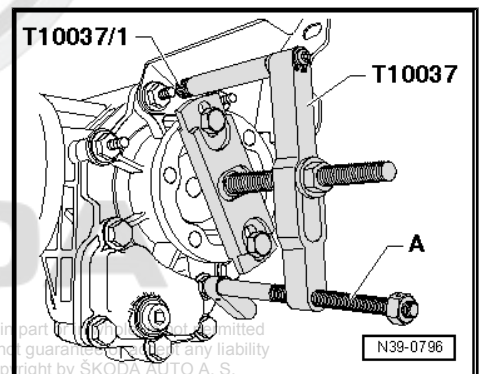
**For vehicles with particle filter**

- Remove particle filter with bracket for particle filter ⇒ Engine; Rep. gr. 26 .
- Position the catch pan under the angle gearbox.
- Screw extractor - T10037- onto right flange shaft.

**Note**

Use the extractor - T10037- to remove the right flange shaft so that the needle bearings on the flange shaft are not damaged.

- Insert the thrust piece - T10037/1- between the gearbox carrier and the knurled nut -MP3-410- .
- Align the extractor - T10037- with the support -A- parallel to the flange.
- Take out the flange shaft.
- Close angle gearbox with plugs - T10460- .

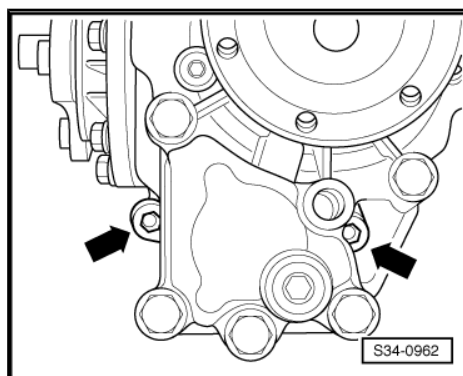
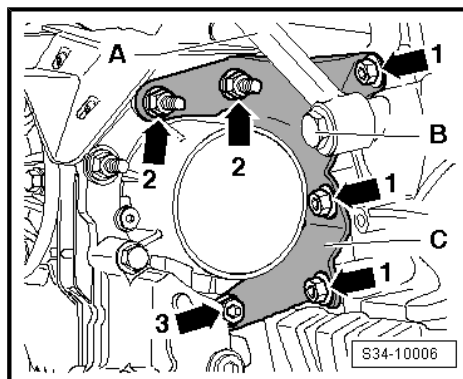




- Remove the support -A- for exhaust gas turbocharger from the exhaust gas turbocharger. release the hollow screw -B- and remove the support ⇒ Engine; Rep. gr. 21 .
- Unscrew screws for gearbox carrier at engine and angle gearbox -arrows 1-, -2- and -3-.

For all vehicles

- Unscrew the bottom engine/gearbox connecting screws -arrows-.

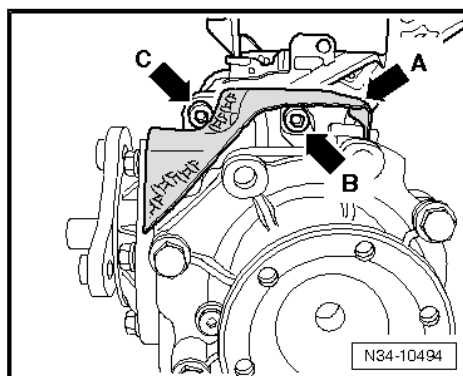


On certain vehicles a heat shield -arrow A- is located on the top side of the angle gearbox.

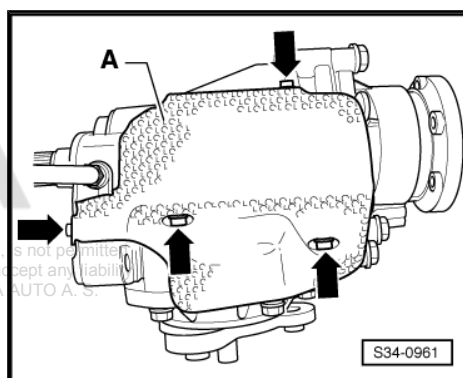
The screw -arrow B- is accessible below the heat shield.

The screw -arrow C- is accessible above the heat shield.

- Unscrew screws -arrow B- and -arrow C-.
- Carefully press off angle gearbox from gearbox, while doing so secure it against falling.
- Take out angle gearbox.



- If the angle gearbox is replaced. the heat shield -A- must be removed from the previous angle gearbox -arrows-.



4.2 Installing angle gearbox (Octavia II. Superb II and Yeti)

- Installation is carried out in the reverse order. When installing, observe the following:

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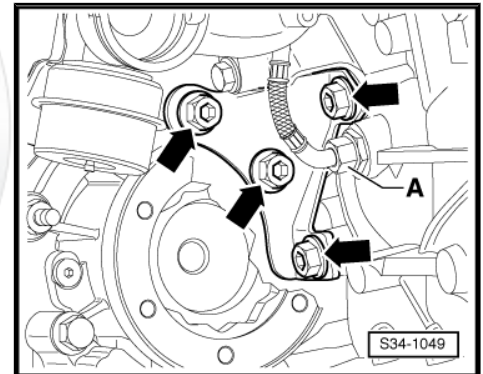
 Note

- ◆ For an installed manual gearbox, lightly grease the serration splines on the differential with grease for serration splines - G 000 100-.
- ◆ If applicable, install the heat shield ➔ [page 396](#) when replacing the angle gearbox.
- ◆ When attaching the angle gearbox to the manual gearbox slowly turn the flange shaft (carefully push angle gearbox to gearbox up to stop).
- ◆ Do not pull angle gearbox with the fixing screws against the gearbox, otherwise the angle gearbox can tilt and the fixing eyes can break off.
- ◆ Tighten gearbox/angle gearbox connecting screws crosswise (always replace screws ➔ *Electronic Catalogue of Original Parts*).

- Attach angle gearbox to gearbox and tighten connecting screws crosswise.

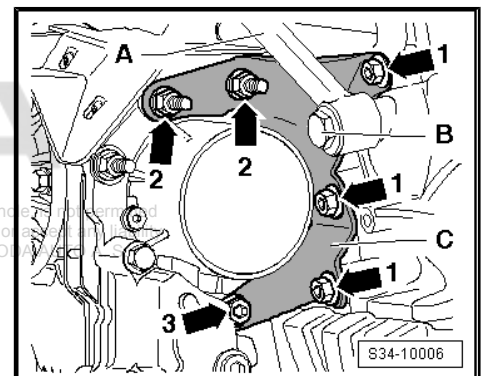
For vehicles without particle filter

- Install gearbox carrier at engine and angle gearbox -arrows- to do so pay attention to the tightening sequence of the screws ➔ ["4.2.1 Tightening torques", page 400](#).
- If present, install oil line for exhaust turbocharger -A- at engine.



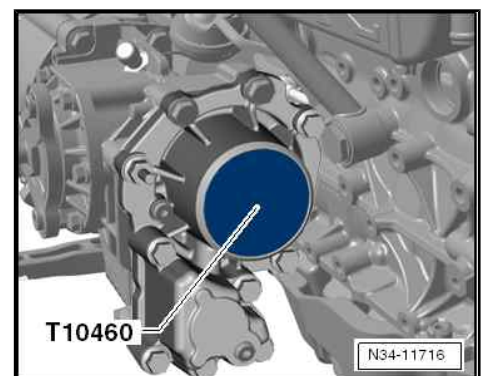
For vehicles with particle filter

- Attach gearbox carrier to engine and angle gearbox. Follow the tightening sequence of the screws -arrows 1-, -2- and -3- ➔ ["4.2.1 Tightening torques", page 400](#).
- Install the support -A- for exhaust gas turbocharger. to do so attach the support on the exhaust gas turbocharger and screw in the hollow screw -B- with new O-rings ➔ *Engine; Rep. gr. 21*.



- Remove screw plug - T10460- from angle gearbox.
- Carefully right drive in flange shaft. to do so turn.
- Install particle filter with bracket for particle filter ➔ *Engine; Rep. gr. 26*.

For all vehicles



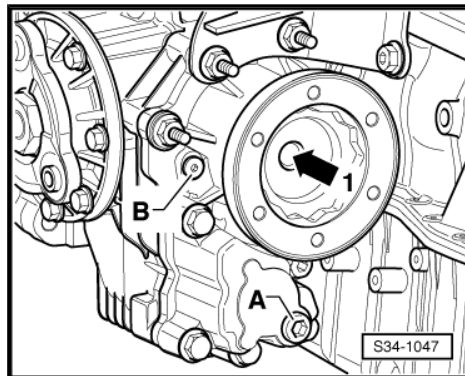


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Octavia II 2004 ➤ , Octavia II 2010 ➤ , Octavia III 2013 ➤ , Octavia III ...

Gearbox 02Q, 0FB, 0BB - Edition 08.2018

- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- .
- After installing the right flange shaft. check the oil level in the angle gearbox
⇒ ["4 Inspecting gear oil in the angle gearbox", page 224](#) . to do so unscrew the oil filler plug -B-.
- Screw the right drive shaft onto the flange shaft of the gearbox
⇒ Chassis; Rep. gr. 40 .

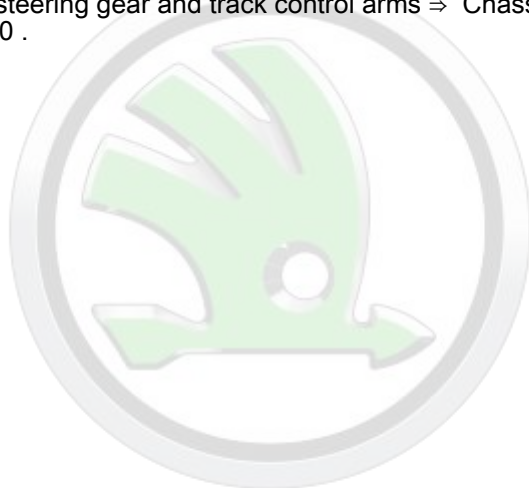
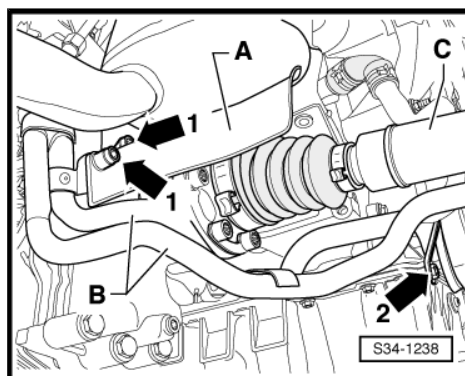


Vehicles with auxiliary heating

- On these vehicles. fit the coolant pipes -B- onto the double screws at the angle gearbox and install on the engine -arrow 2-.

For all vehicles

- Install heat shield -A- for drive shaft. if present -arrows 1-.
- Install assembly carrier with pendulum support. anti-roll bar. consoles. steering gear and track control arms ⇒ Chassis; Rep. gr. 40 .



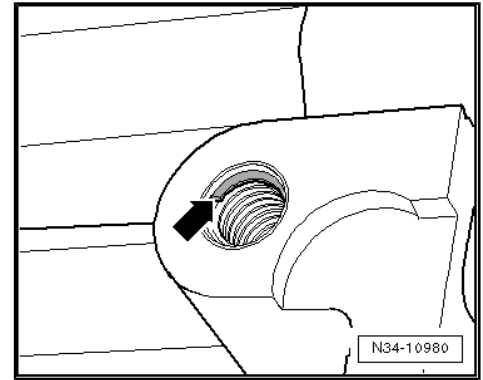
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Note

- ◆ As of gearbox production date 28/05/2007, threaded inserts are located in the bolt-holes for the pendulum support (e.g. "Heli Coil").
- ◆ Identifying feature: shoulder at the first thread -arrow-. These threaded inserts can be installed with Thread Repair Kit - např. VAS 6024-.
- ◆ Pay attention to the corresponding fixing screws and the tightening torque for the pendulum support ⇒ Engine; Rep. gr. 10.



If the shift mechanism was removed from the gearbox:

- Attach shift mechanism to the gearbox and adjust shift mechanism.
- ◆ Remove and install shift mechanism (Octavia II)
⇒ ["1.25 Removing and installing shift mechanism \(Octavia II\)", page 150](#) . adjust shift mechanism
⇒ ["1.33 Setting the shift mechanism", page 174](#) .
- ◆ Remove and install shift mechanism (Superb II)
⇒ ["1.27 Removing and installing shift mechanism \(Superb II\)", page 158](#) . adjust shift mechanism
⇒ ["1.33 Setting the shift mechanism", page 174](#) .
- ◆ Remove and install shift mechanism (Yeti)
⇒ ["1.28 Removing and installing shift mechanism \(Yeti\)", page 162](#) . adjust shift mechanism
⇒ ["1.33 Setting the shift mechanism", page 174](#) .
- Screw on propshaft to the flange of the angle gearbox ⇒ Propshaft and rear final drive; Rep. gr. 39 .
- Install all supports for exhaust system at gearbox and front exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Assemble exhaust system free of stress and install bracket for the exhaust system at the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Install the front right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install front wheel ⇒ Chassis; Rep. gr. 44 .
- If the front left vehicle level sensor - G78- was removed. then the headlight beam setting must be checked ⇒ Electrical System; Rep. gr. 94 .

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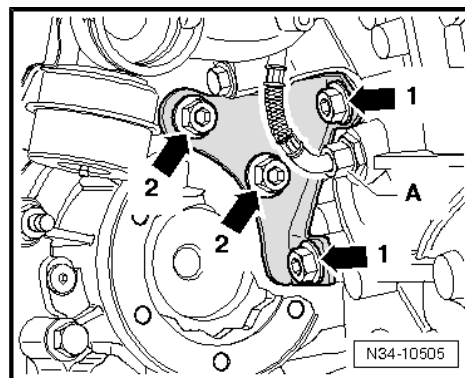


4.2.1 Tightening torques

On vehicles without particle filter install gearbox carrier at engine and angle gearbox

When installing the gearbox holder, observe the following mounting sequence:

- Screw in screws -arrows 1- by hand.
- Tighten screws -arrows 2- to 40 Nm.
- Tighten screws -arrows 1- to 40 Nm.



On vehicles with particle filter install gearbox carrier at engine and angle gearbox

Assignment of screws

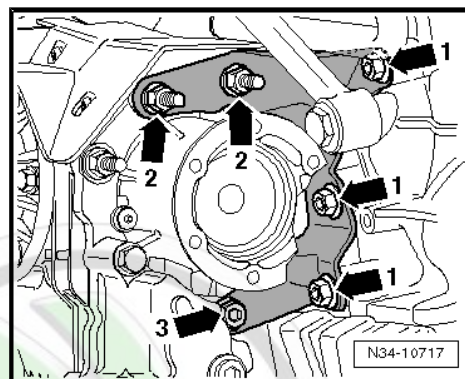
Vehicles Octavia II

Pos.	Screw	Pieces
1	M10 x 21	3
2 ¹⁾	M10 x 45	2
3	M10 x 62	1

1) The head was adapted to the other screws shortly after start of the series.

When installing the gearbox holder, observe the following mounting sequence:

- Screw in all screws by hand.
- Tighten screws -arrows 2- and -arrow 3- to 40 Nm.
- Tighten screws -arrows 1- to 40 Nm.



Component	Specified torque
Heat shield for angle gearbox	5 Nm
Heat shield of drive shaft to angle gearbox	20 Nm
Ventilation pipe in angle gearbox	10 Nm
Right flange shaft to gearbox	⇒ "6.4.2 All-wheel drive", page 248
Gearbox/angle gearbox ¹⁾ connecting screws	⇒ "6.4.2 All-wheel drive", page 248
Cable support to gearbox	⇒ "1.20 Summary of components - Control cables (Octavia II)", page 133
Pendulum support	⇒ Engine; Rep. gr. 10
Vacuum setting element of charge pressure control to exhaust turbocharger	⇒ Engine; Rep. gr. 21
Supports for exhaust manifold	⇒ Engine; Rep. gr. 26
Front left side vehicle level sensor - G78-	⇒ Chassis; Rep. gr. 40

1) Always replace screws ⇒ Electronic Catalogue of Original Parts .

Superb II vehicles

Pos.	Screw	Pieces
1	M10 x 21	3

Pos.	Screw	Pieces
2	M10 x 45	2
3	M10 x 62	1

When installing the gearbox holder, observe the following mounting sequence:

- Screw in all screws by hand.
- Tighten screws -arrows 2- and -arrow 3- to 40 Nm.
- Tighten screws -arrows 1- to 40 Nm.

Component	Specified torque
Heat shield for angle gearbox	5 Nm
Ventilation pipe in angle gearbox	10 Nm
Protective cap drive shaft on angle gearbox	20 Nm
Gearbox carrier at engine and angle gearbox	40 Nm
Right flange shaft	⇒ "6.4.2 All-wheel drive", page 248
Gearbox/angle gearbox ¹⁾ connecting screws	⇒ "6.4.2 All-wheel drive", page 248
Cable support to gearbox	⇒ "1.22 Summary of components - Control cables (Superb II)", page 140
Pendulum support	⇒ Engine; Rep. gr. 10
Vacuum setting element of charge pressure control to exhaust turbocharger	⇒ Engine; Rep. gr. 21
Supports for exhaust manifold	⇒ Engine; Rep. gr. 26
Front left side vehicle level sensor - G78-	⇒ Chassis; Rep. gr. 40
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40
Assembly carrier with consoles and track control arms	⇒ Chassis; Rep. gr. 40

¹⁾ Always replace screws ⇒ Electronic Catalogue of Original Parts .

Yeti vehicles

Pos.	Screw	Pieces
1	M10 x 21	3
2 ¹⁾	M10 x 45	2
3	M10 x 62	1

When installing the gearbox holder, observe the following mounting sequence:

- Screw in all screws by hand.
- Tighten screws -arrows 2- and -arrow 3- to 40 Nm.
- Tighten screws -arrows 1- to 40 Nm.

Component	Specified torque
Heat shield for angle gearbox	5 Nm
Heat shield of drive shaft to angle gearbox ¹⁾	20 Nm
Right flange shaft to gearbox	⇒ "6.4.2 All-wheel drive", page 248
Gearbox/angle gearbox ²⁾ connecting screws	⇒ "6.4 Removing and installing the drive shaft, output shafts, differential gear, gearshift rods and angle gearbox", page 245
Hinged support to gearbox	⇒ Engine; Rep. gr. 10



Component	Specified torque
Front left side vehicle level sensor - G78-	⇒ Chassis; Rep. gr. 40

1) The heat shield for the right drive shaft is secured with 2 nuts or in combination with some engines it is secured with 3 nuts.

2) Always replace screws ⇒ Electronic Catalogue of Original Parts .

4.3 Angle gearbox - Summary of components (Octavia III)

1 - Screw

- 33 Nm

2 - Heat shield

- for right drive shaft

3 - Screw

- Tightening torque ⇒ Chassis; Rep. gr. 40

4 - Double screw

- 40 Nm

5 - Heat shield

- for propshaft

6 - Screw

- 20 Nm

7 - Angle gearbox

- removing
⇒ [“4.5 Remove angle gearbox \(Octavia III\)”, page 404](#)
- installing
⇒ [“4.6 Install angle gearbox \(Octavia III\)”, page 409](#)

8 - Screw

- Replacing
- Tightening sequence
⇒ [page 410](#)
- 40 Nm + 90°

9 - Mounting bracket

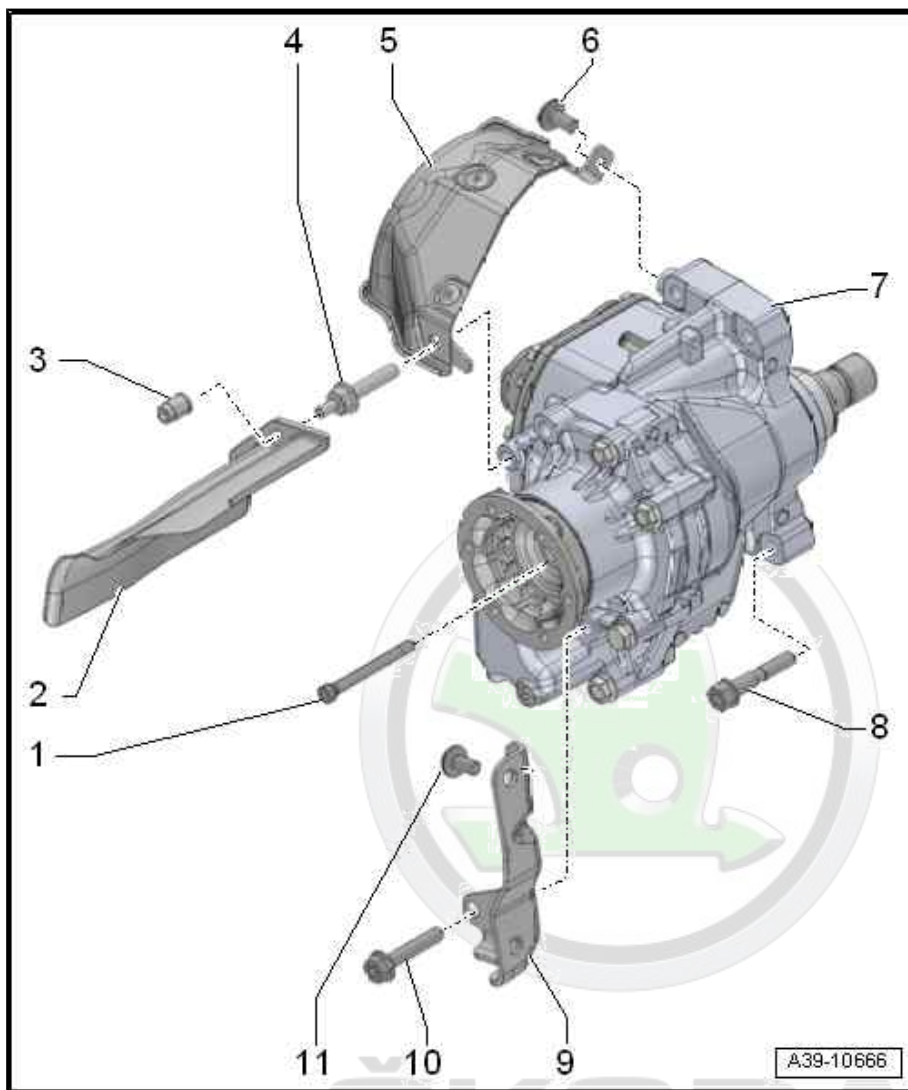
- for angle gearbox
- Various designs, assignment ⇒ Electronic Catalogue of Original Parts

10 - Screw

- Tightening sequence ⇒ [page 410](#)
- 40 Nm

11 - Screw, 40 Nm

- Tightening sequence ⇒ [page 410](#)



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4.4 Angle gearbox parts - Summary of components (Octavia III)

1 - Sealing ring

- ☐ between angle gearbox and manual gearbox - on angle gearbox
- ☐ Replace
⇒ [“1.6 Replacing gasket rings between angle gearbox and manual gearbox \(four-wheel drive\)”, page 354](#)

2 - Angle gearbox

- ☐ removing
⇒ [“4.5 Remove angle gearbox \(Octavia III\)”, page 404](#)
- ☐ installing
⇒ [“4.6 Install angle gearbox \(Octavia III\)”, page 409](#)

3 - Oil drain plug

- ☐ with captive sealing ring
- ☐ Replacing
- ☐ Tightening torque:

◆ Oily thread: 11 Nm

◆ Dry thread: 20 Nm

4 - Oil filler plug

- ☐ with captive sealing ring
- ☐ Replacing
- ☐ Tightening torque:

◆ Oily thread: 11 Nm

◆ Dry thread: 20 Nm

5 - Sealing ring

- ☐ for right flange shaft
- ☐ Replace ⇒ [“1.5 Replacing the right flange shaft gasket ring \(four-wheel drive\)”, page 353](#)

6 - Ventilation tube

- ☐ Angle gearbox ventilation
- ☐ pull in up to stop

7 - Cap

- ☐ Angle gearbox ventilation

8 - Right flange shaft

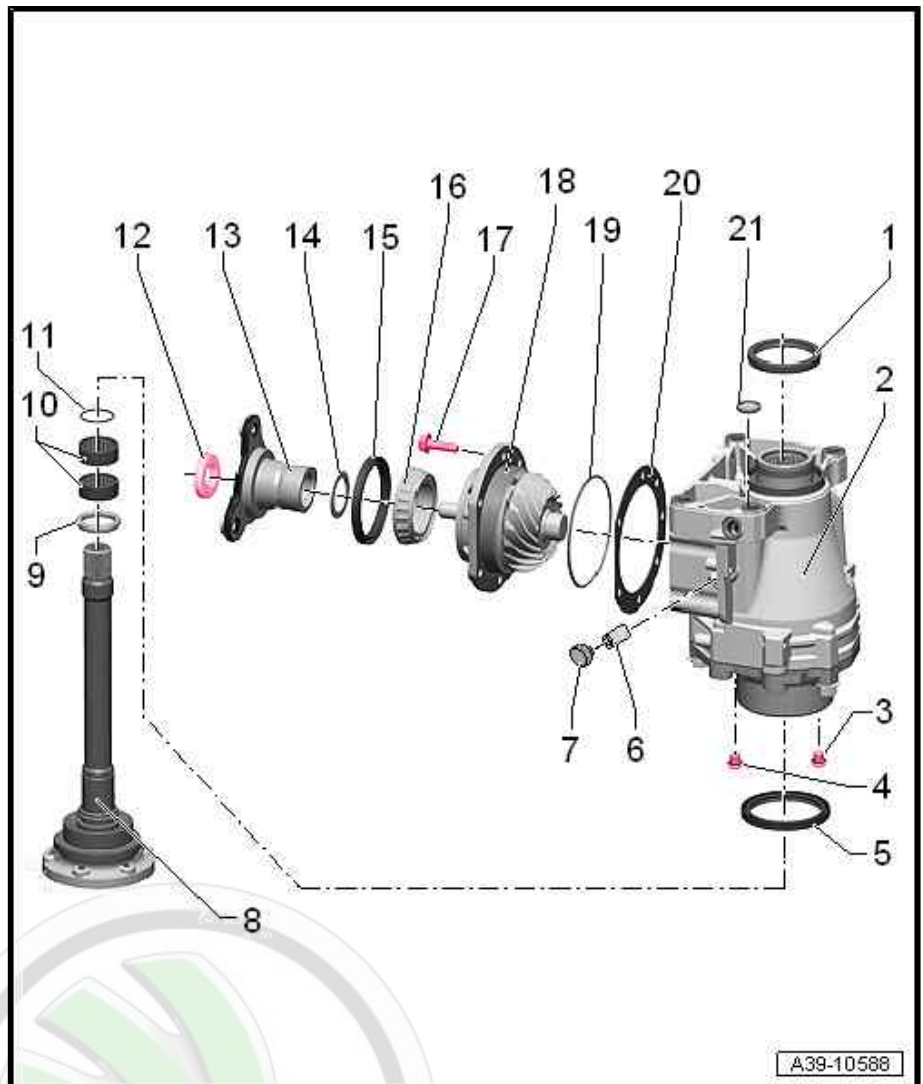
- ☐ Removing and installing
⇒ [“3.5 Removing and installing gasket ring for right flange shaft \(four-wheel drive\)”, page 381](#)

9 - Sealing ring

- ☐ insert into the round slot of the right flange shaft
- ☐ remove when replacing the needle bearing -pos. 10-

10 - Needle bearing

- ☐ Replace
⇒ [“1.7 Replacing the needle bearing and gasket ring on right flange shaft \(four-wheel drive\)”, page 356](#)





11 - Circlip

- ☐ Replacing

12 - Twelve-point nut

- ☐ Replacing
- ☐ secure by caulking after tightening ⇒ [page 368](#)
- ☐ 340 Nm

13 - Angle gearbox output flange

14 - Adjusting washer

- ☐ not available as spare part

15 - Sealing ring

- ☐ for angle gearbox output flange
- ☐ Replace ⇒ [“1.9 Replace gasket ring for angle gearbox output flange \(Octavia III\)”, page 363](#)

16 - Inner ring/tapered-roller bearing

- ☐ not available as spare part

17 - Screw

- ☐ 38 Nm

18 - Pinion housing

- ☐ with shaft bevel gear and outer ring/ tapered-roller bearing
- ☐ not available as spare part
- ☐ carefully lever out alternating on both sides
- ☐ Note screw holes; drive pinion housing will only fit in one position

19 - O-ring

- ☐ To replace, unscrew the screws -pos. 17- and carefully lever out the drive pinion housing from its recess in the pinion housing
- ☐ Do not remove the 12-point nut -pos. 12- and the output flange -pos. 13-

20 - Adjusting washer

- ☐ not available as spare part
- ☐ Note screw holes of the angle gearbox. the adjusting washer will only fit in one position

21 - Screw cap

- ☐ not available as spare part

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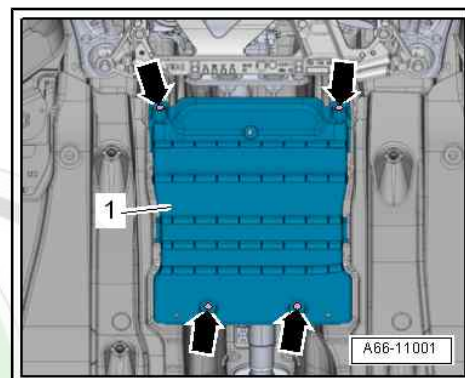
4.5 Remove angle gearbox (Octavia III)

Special tools and workshop equipment required

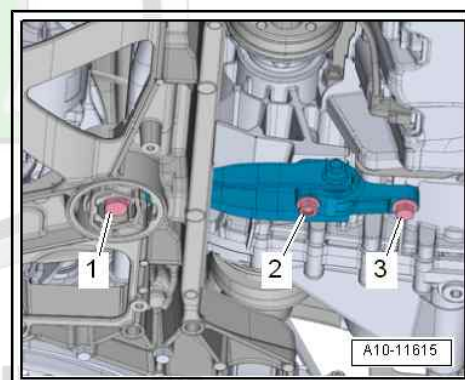
- ◆ Hook - 2024 A/1-
- ◆ Support device for engine - MP3-470 (3300 A)-
- ◆ Socket - T10107 A-

Work procedure

- Remove the rear sound dampening system -1- ➔ Body Work; Rep. gr. 66 .



- Remove pendulum support ➔ Engine; Rep. gr. 10 .

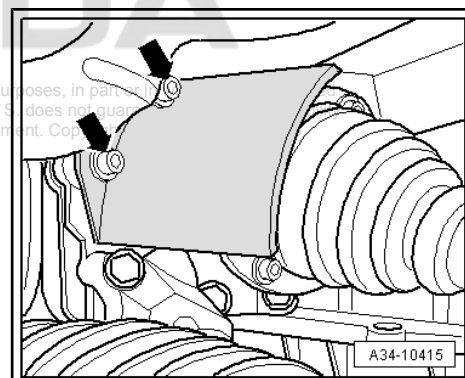


Vehicles with 1.8 I TFSI engine

- Unscrew nuts -arrows- and remove heat shield for right drive shaft.

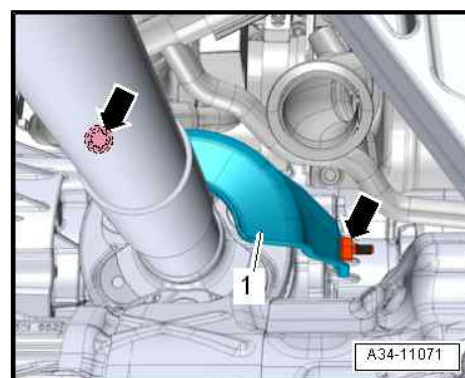
Vehicles with 2.0 I TDI Common Rail engine

- Remove radiator for exhaust gas recirculation ➔ Engine; Rep. gr. 26 .



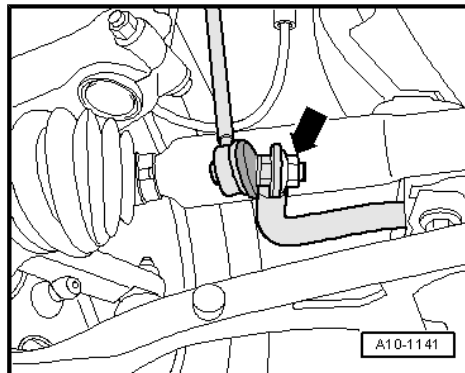
Continued for all vehicles

- Unscrew screws -arrows- and remove the heat shield -1-.





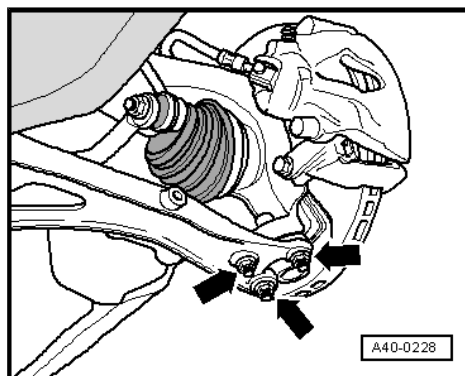
- Unscrew nut -arrow- from coupling rod on stabilizer to the right.



Note

The figure below shows the left front wheel suspension.

- Mark the position of the nuts -arrows- for right steering joint and unscrew the nuts.
- Unhook steering joint from suspension arm on the right.
- Unscrew drive shaft from the angle gearbox on the right ⇒ Chassis; Rep. gr. 40 .
- Secure drive shaft.



Note

Ensure that the surface protection of the drive shafts is not damaged.

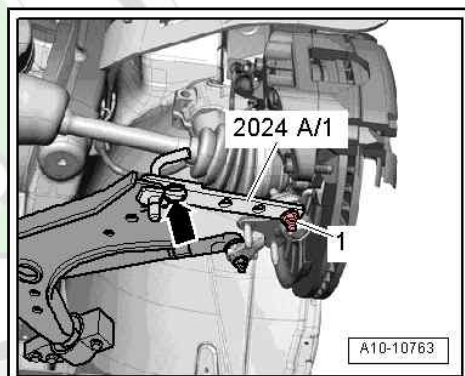
- Swivel right suspension strut outwards and support with pull-off hook -2024 A /1- as shown.



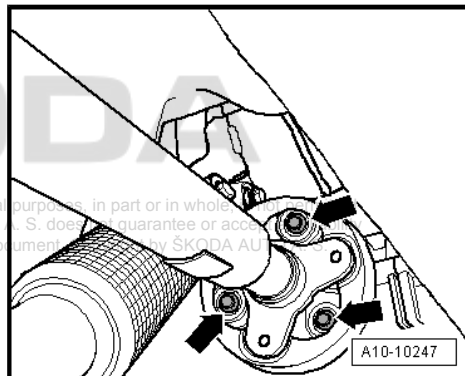
WARNING

There is a risk of accident from loose parts of the suspension.

- ◆ *Secure straddle pin and suspension arm with plug-in lock -arrow- and screw on steering joint with nut -1-.*



- To reinstall, mark the position of the flexible disk and the angle gearbox flange to each other.
- Unscrew the propshaft from the angle gearbox -arrows-, while counterholding with a lever on the triangular flange.



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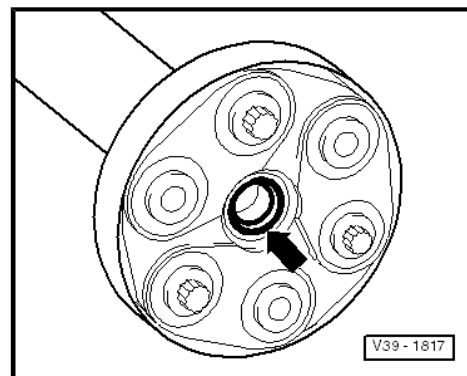
- Push engine/gearbox assembly slightly forward (towards the front of the body) and pull off the propshaft from the angle gearbox.



Caution

Risk of damage to the gasket ring -arrow- on the flange of the propshaft.

- ◆ *Push propshaft horizontally as far back and towards the right vehicle side as possible.*



Note

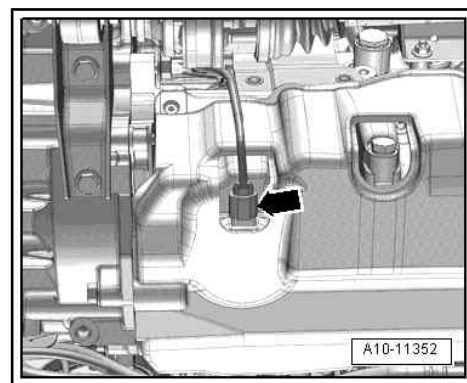
If the sealing ring is damaged, the propshaft must be replaced.

- Pull of the plug -arrow- from the oil level and oil temperature sender - G266- .



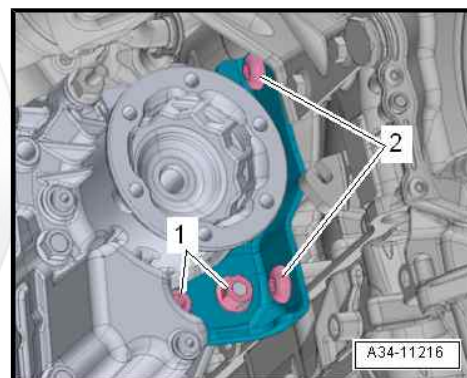
Note

The figure shows the vehicle with a 2.0 I TDI engine.



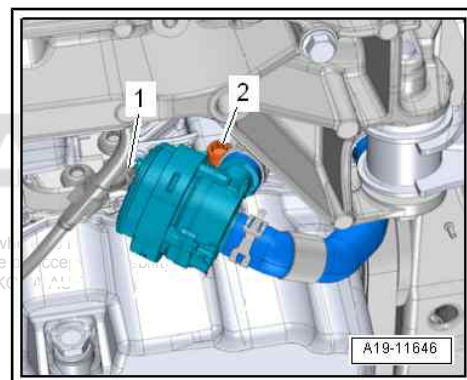
Vehicles with 1.8 I TFSI engine

- Unscrew screws -1- and -2- and remove bracket for angle gearbox.



Vehicles with 2.0 I TDI engine

- Separate electrical plug connection -1-.
- Unscrew screw -arrow- and push heating backup pump - V488- to the right side.

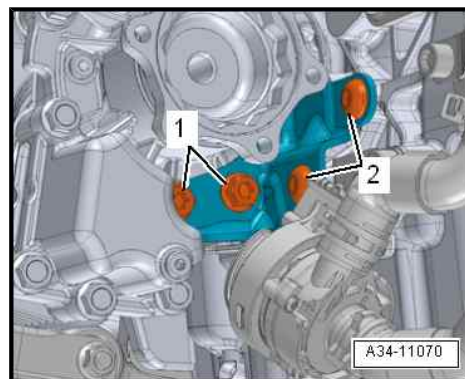


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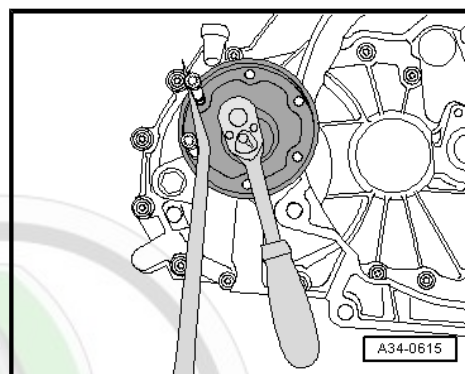


- Unscrew screws -1- and -2- and remove bracket for angle gearbox.

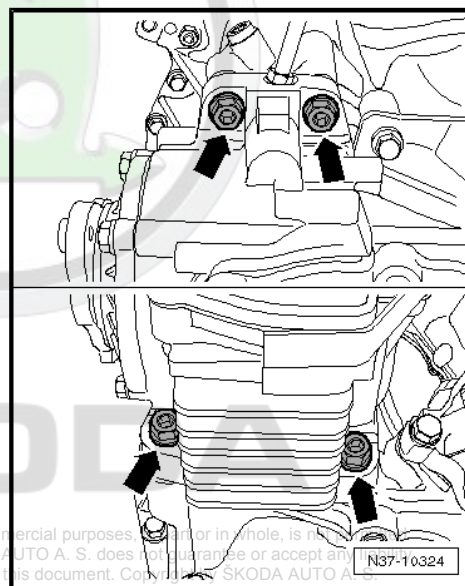
Continued for all vehicles



- Unscrew the screw for the right flange shaft with a socket insert - T10107A- ; to do so. screw in 2 screws into the flange and counterhold the flange shaft using an assembly lever.



- Unscrew screws -arrows- connecting the angle gearbox and double clutch gearbox.



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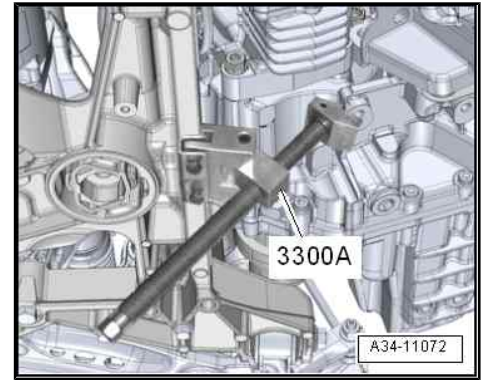
- Install alignment rail for engine - MP3-470 (3300 A)- at assembly carrier.
- Attach spindle of support device for engine - MP3-470 (3300 A)- to gearbox as shown.



Caution

Risk of damage to the fan frame.

- ◆ *Do not push engine/gearbox unit forward to the stop.*



- Push engine/gearbox unit with the spindle of the support device for engine - MP3-470 (3300 A)- forward only until the angle gear can be removed.
- Carefully push off angle gearbox from double clutch gearbox while securing it against falling.
- Remove angle gearbox together with right flange shaft.

4.6 Install angle gearbox (Octavia III)

Work procedure

Installation is carried out in the reverse order. When installing, observe the following:



Caution

Risk of damaging the gasket ring between gearbox and angle gearbox.

- ◆ *Attach angle gearbox together with right flange shaft to gearbox while turning flange shaft.*

- Screw on angle gearbox to gearbox
⇒ [“4.7 Tightening torques for angle gearbox \(Octavia III\)”, page 410](#).
- Install propshaft ⇒ Propshaft and final drive, rear; Rep. gr. 39.
- Check oil level for final drives
⇒ [“4.3 Check oil level in angle gearbox \(Octavia III\)”, page 228](#).

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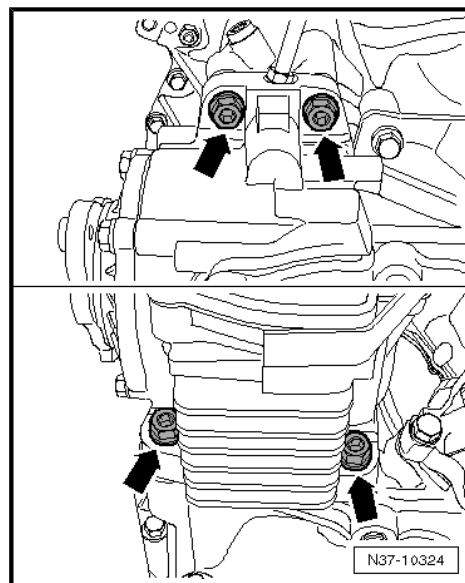


4.7 Tightening torques for angle gearbox (Octavia III)

Tightening sequence - angle gearbox to gearbox

– Tighten screws gradually as follows:

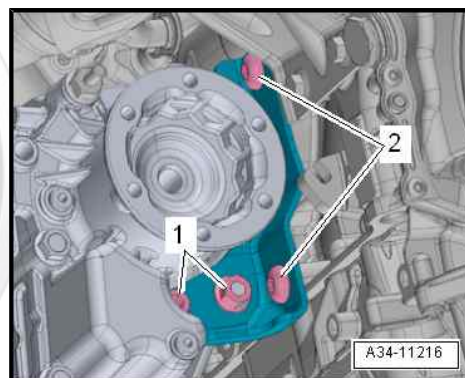
Stage	Bolts	Tightening torque / torquing angle
1.	-Arrows-	by hand as far as the stop
2.	-Arrows-	40 Nm
3.	-Arrows-	Turn a further 90° (1/4 turn)



Tightening torque and tightening sequence. bracket for angle gearbox. vehicles with 1.8 I TFSI engines

– Tighten screws gradually as follows:

Stage	Bolts	Specified torque
1.	-1-	by hand as far as the stop
2.	-2-	40 Nm
3.	-1-	40 Nm



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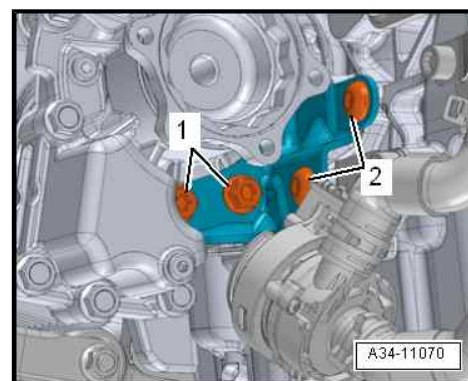
Tightening torque and tightening sequence, bracket for angle gearbox, vehicles with 2.0 I TDI CR engines

– Tighten screws gradually as follows:

Stage	Bolts	Specified torque
1.	-1-	by hand as far as the stop
2.	-2-	40 Nm
3.	-1-	40 Nm

Further tightening torques

- ◆ Summary of components - Angle gearbox
⇒ [“4.3 Angle gearbox - Summary of components \(Octavia III\)”, page 402](#) .
- ◆ Summary of components - Differential
⇒ [“3.3 Summary of components - vehicles with four-wheel drive/front-wheel drive with front axle differential lock \(Octavia III\)”, page 376](#) .
- ◆ Summary of components - Assembly mounting ⇒ Engine; Rep. gr. 10 .
- ◆ Summary of components - Exhaust gas recirculation ⇒ Engine; Rep. gr. 26 .
- ◆ Summary of components - drive shaft ⇒ Chassis; Rep. gr. 40 .
- ◆ Summary of components - Lower track control arm. steering joint ⇒ Chassis; Rep. gr. 40
- ◆ Summary of components - Sound damping system ⇒ Body Work; Rep. gr. 66



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5 Components of the front axle differential lock

⇒ [“5.1 Summary of components - Components of the front axle differential lock”, page 412](#)

⇒ [“5.2 Replace sealing rings for front axle differential lock”, page 414](#)

⇒ [“5.3 Replace deep groove ball bearing for flange shaft”, page 416](#)

⇒ [“11.5 Removing and installing the axle differential lock control unit J647”, page 307](#)

5.1 Summary of components - Components of the front axle differential lock

1 - Front axle differential lock

- ☐ removing
⇒ [“11.3 Removing the front axle differential lock”, page 303](#)
- ☐ installing
⇒ [“11.4 Installing the front axle differential lock”, page 305](#)

2 - Sealing ring

- ☐ Replace after disassembly
- ☐ Flange shafts on the front axle differential lock (four-wheel drive clutch)
- ☐ Only replace if the front axle differential lock is removed
⇒ [“5.2.2 Replace sealing ring for right flange shaft on the front axle differential lock \(four-wheel drive clutch\)”, page 415](#)

3 - Thrust piece

- ☐ no spare part

4 - Sealing ring

- ☐ Replace after disassembly
- ☐ between front axle differential lock and manual gearbox
- ☐ Only replace if the front axle differential lock is removed

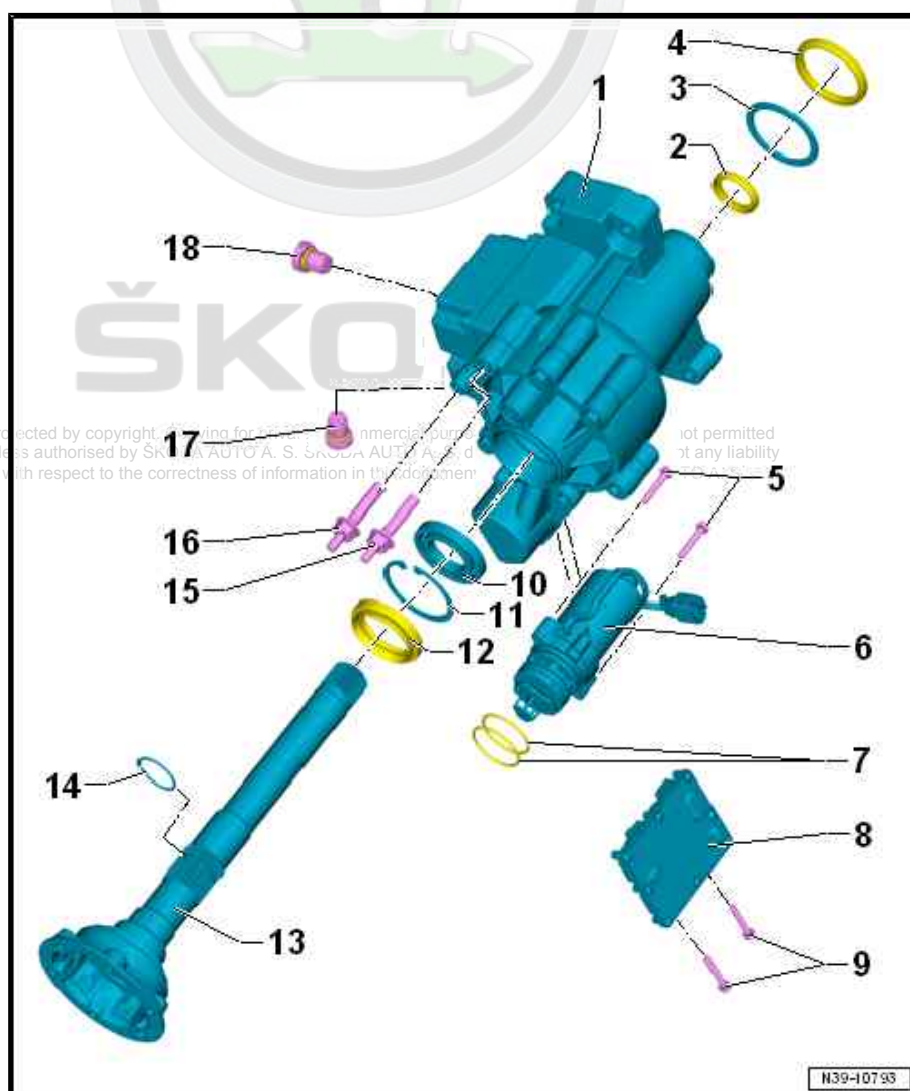
⇒ [“5.2.1 Replace sealing ring for front axle differential lock/manual gearbox on front axle differential lock”, page 414](#)

5 - Bolts

- ☐ 9 Nm

6 - Pump for four-wheel drive clutch - V181-

- ☐ Removing and installing ⇒ [“6 Four-wheel drive clutch”, page 418](#)



7 - O-ring

- ☐ replace if damaged
- ☐ Pump for four-wheel drive clutch - V181-
- ☐ O-rings are wetted with high-performance oil for four-wheel drive clutch

8 - Axle differential lock control unit - J647-

- ☐ Removing and installing
⇒ [“11.5 Removing and installing the axle differential lock control unit J647”, page 307](#)

9 - Bolts

- ☐ 9 Nm

10 - Ball bearing

- ☐ Flange shafts on the front axle differential lock
- ☐ Only replace if the front axle differential lock is removed
⇒ [“5.3 Replace deep groove ball bearing for flange shaft”, page 416](#)

11 - Circlip

- ☐ for angular ball bearing

12 - Sealing ring

- ☐ Replace after disassembly
- ☐ for flange shaft
- ☐ Only replace if the front axle differential lock is installed
⇒ [“1.4 Replace gasket ring for right flange shaft, front-wheel drive with front axle differential lock”, page 351](#)

13 - Flange shaft

- ☐ Removing and installing
⇒ [“1.4 Replace gasket ring for right flange shaft, front-wheel drive with front axle differential lock”, page 351](#)

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14 - Circlip

- ☐ Flange shafts in the four-wheel clutch
- ☐ replace after removing the flange shaft

15 - Screw

- ☐ with thread bolt M8
- ☐ 40 Nm

16 - Screw

- ☐ with thread bolt M8
- ☐ 40 Nm

17 - Oil drain plug

- ☐ Replace after disassembly
- ☐ with O-ring
- ☐ O-ring is moistened with high-performance oil for four-wheel drive clutches
- ☐ 15 Nm

18 - Oil filler plug

- ☐ Replace after disassembly
- ☐ with O-ring
- ☐ O-ring is moistened with high-performance oil for four-wheel drive clutches
- ☐ 15 Nm



5.2 Replace sealing rings for front axle differential lock

⇒ [“1.6.2 Sealing ring on the manual gearbox, between manual gearbox and angle gearbox or between manual gearbox and front axle differential lock, replace”, page 355](#)

⇒ [“5.2.1 Replace sealing ring for front axle differential lock/manual gearbox on front axle differential lock”, page 414](#)

⇒ [“5.2.2 Replace sealing ring for right flange shaft on the front axle differential lock \(four-wheel drive clutch\)”, page 415](#)

5.2.1 Replace sealing ring for front axle differential lock/manual gearbox on front axle differential lock

Special tools and workshop equipment required

- ◆ Ejection lever - T20143-
- ◆ Pressure element - T10547-
- ◆ Sealing grease - G 052 128 A1-

Removing

- Remove the front axle differential lock
⇒ [“11.3 Removing the front axle differential lock”, page 303](#)
- Secure front axle differential lock to engine and gearbox mount
⇒ [“5.2 Securing the angle gearbox or front axle differential lock to engine and gearbox mount”, page 235](#)

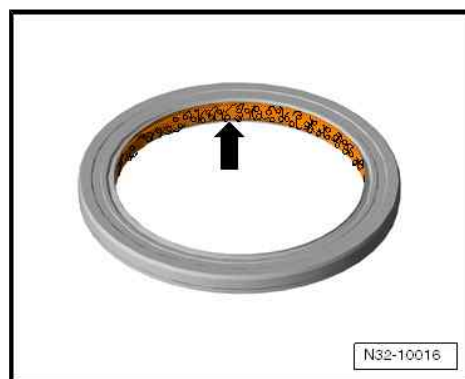
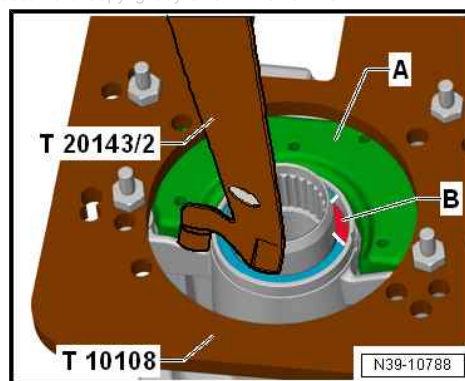
The flange shaft does not have to be removed, contrary to what is shown in the figure.

- Remove sealing ring.
- Plastic part -A- and thrust piece -B- must not be damaged.

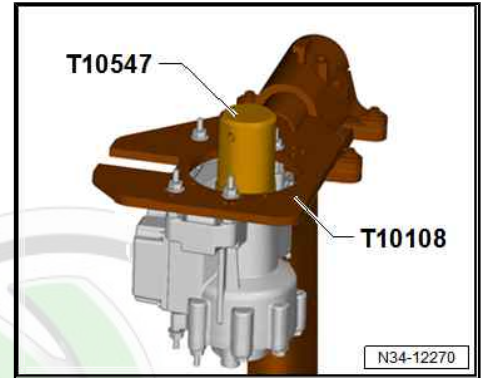
Thrust piece -B- is located immediately under the sealing ring.

Installing

- When installing the seal ring, make sure that the thrust piece -B- is used
⇒ [“5.1 Summary of components - Components of the front axle differential lock”, page 412](#) .
- Half fill the space between sealing lip and dust lip -arrows- of the new sealing ring with sealing grease -G 052 128 A1- .
- Lightly oil new gasket ring at outer surface.



- Drive in new seal to stop, being careful not to cant seal.
- Install front axle differential lock
⇒ [“11.4 Installing the front axle differential lock”, page 305](#) .
- Checking oil level in the four-wheel drive clutch
⇒ [“7.1 Checking oil level in the four-wheel drive clutch”, page 420](#) .



5.2.2 Replace sealing ring for right flange shaft on the front axle differential lock (four-wheel drive clutch)

Special tools and workshop equipment required

- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Extractor hook - MP3-419/39 (VW 771/37)-
- ◆ Pressure element - T10548-
- ◆ Sealing grease - G 052 128 A1-

Removing

- Remove the front axle differential lock
⇒ [“11.3 Removing the front axle differential lock”, page 303](#) .
- Secure front axle differential lock to engine and gearbox mount
⇒ [“5.2 Securing the angle gearbox or front axle differential lock to engine and gearbox mount”, page 235](#) .
- Remove flange shaft ⇒ [“1.4.1 Removing”, page 351](#) .

The sealing ring is located in the front axle differential lock in front of the roller bearing -A-.

A - Roller bearing

B - Extractor hook - MP3-419/37 -

C - Multi-purpose tool - MP3-419 -

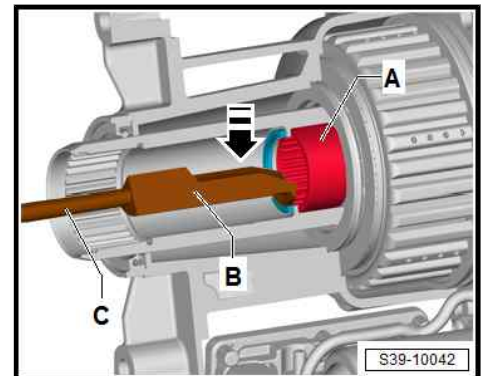


Caution

The roller bearing -A- must not be damaged when removing the seal ring.

Installation position of the sealing ring:

105 mm under the hollow shaft top edge



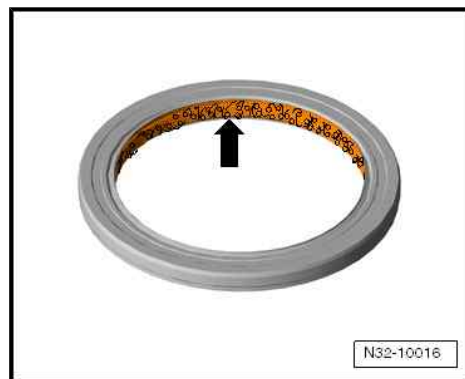
- Pull out the sealing ring with multi-purpose tool - MP3-419 - and extraction hook - MP3-419/37 - .
- While pulling it out in -direction of arrow-, press forcefully on the extraction hook - MP3-419/37 - .

Installing

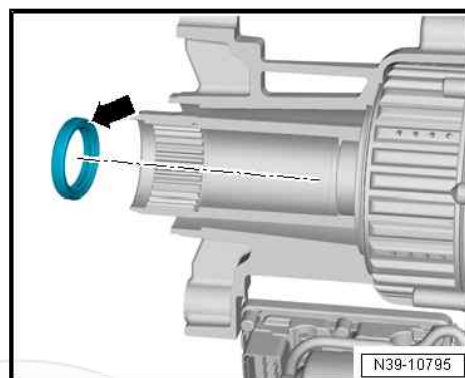


- Half fill the space between sealing lip and dust lip -arrows- of the new sealing ring with sealing grease -G 052 128 A1- .

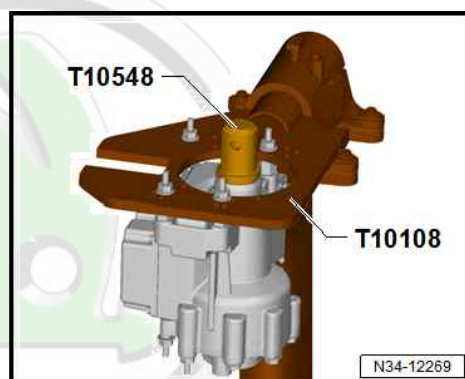
Installation position of the sealing ring:



- The open side -arrow- points to the inside (towards the four-wheel drive clutch) of the front axle differential lock.



- Drive in new sealing ring with thrust piece - T10548- up to the stop.
- Keep the new sealing ring straight.
- Install flange shaft ➔ [page 353](#) .
- Install front axle differential lock
➔ [“11.4 Installing the front axle differential lock”, page 305](#) .
- Fill up with high-performance oil for four-wheel drive clutches
➔ [“7 High-performance oil for four-wheel drive clutches”, page 420](#) .



5.3 Replace deep groove ball bearing for flange shaft

Special tools and workshop equipment required

- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Interior extractor 28 up to 40 mm , e.g. -VAS 251 611- or -Kukko 21-5-
- ◆ Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-459 (VW 473)-
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-

Removing

- Remove the front axle differential lock
➔ [“11.3 Removing the front axle differential lock”, page 303](#) .

- Secure front axle differential lock to engine and gearbox mount
⇒ ["5.2 Securing the angle gearbox or front axle differential lock to engine and gearbox mount", page 235](#) .
- Remove flange shaft ⇒ [page 352](#) .
- Lever out gasket ring for flange shaft with assembly lever.
- Remove the circlip in front of the ball bearing
⇒ ["5.1 Summary of components - Components of the front axle differential lock", page 412](#) .
- Pull out the ball bearing of the flange shaft, as shown in the figure.

A - Interior extractor , e.g. -VAS 251 611- or -Kukko 21-5-

B - Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-

C - Multi-purpose tool - MP3-419 -

D - Mounting bracket - VW 313-

E - Gearbox mount - T10108-

Installing

- The recessed side of the thrust piece - MP3-459 - points towards the ball bearing.
- Fit the thrust piece - MP3-459 - into the centre of the bearing.

- Press in the ball bearing of the flange shaft up to the stop as follows.

1 - Pressure spindle - MP3-408 -

2 - Thrust piece - MP3-459 -

3 - Pressure plate - MP3-407 -

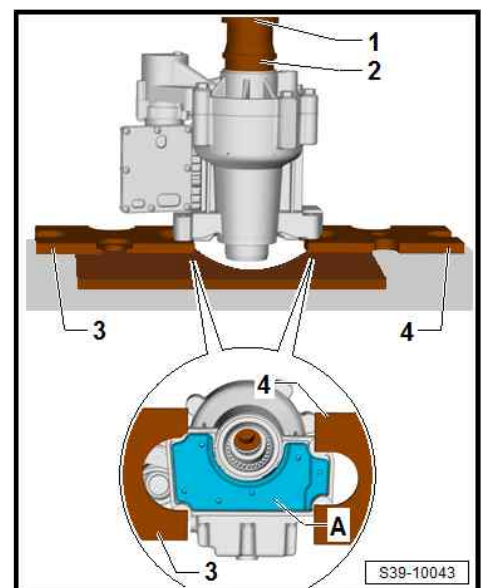
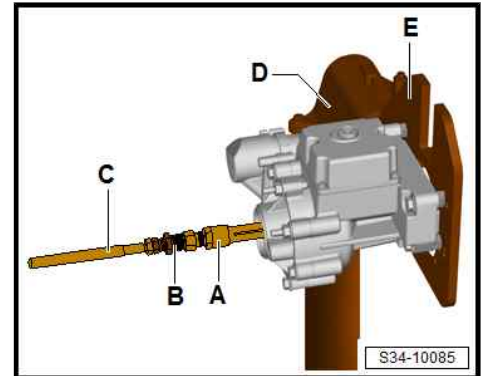
4 - Pressure plate - MP3-406 -

A - Plastic part of the front axle differential lock

- The plastic part -A- must not be damaged while pressing in the ball bearing.
- Secure the ball bearing with a new circlip.
- Install new sealing ring for flange shaft
⇒ ["1.4.2 Installing", page 353](#) .
- Install flange shaft ⇒ [page 353](#) .

- Install front axle differential lock

⇒ ["1.4 Installing the front axle differential lock", page 305](#)





6 Four-wheel drive clutch

⇒ "6.1 Check function", page 418

⇒ "6.2 Removing and installing the pump for four-wheel drive clutch V181", page 418

⇒ "6.3 Removing and installing four-wheel drive clutch", page 419

⇒ "11.5 Removing and installing the axle differential lock control unit J647", page 307

6.1 Check function

The four-wheel drive clutch is located on the front axle differential lock.

- Perform **basic setup** using **Guided functions** after installing the pump for the four-wheel drive clutch - V181- or the axle differential lock control unit - J647- ⇒ Vehicle diagnostic tester .

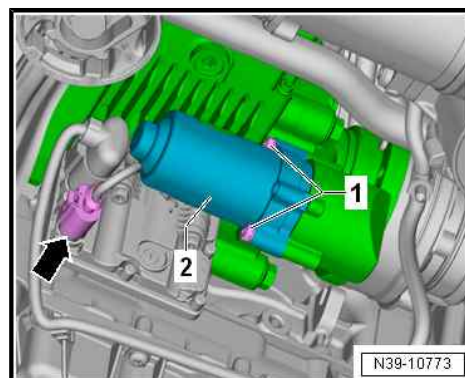
6.2 Removing and installing the pump for four-wheel drive clutch - V181-

Removing

- Switch off ignition.

In some vehicles, the pump for the four-wheel drive clutch - V181- covered with noise insulation.

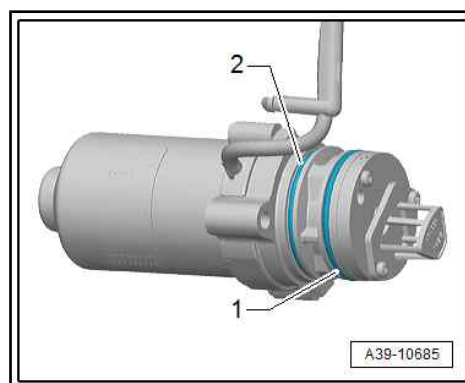
- Then, dismantle the noise insulation ⇒ General body repairs, exterior ; Rep. gr. 66 ; Noise insulation; Summary of components - noise insulation .
- Disconnect electrical wiring loom -arrow- for pump for the four-wheel drive clutch .
- Unscrew the screws -1- of the pump for four-wheel drive clutch -2-.
- Pull out the pump for the four-wheel drive clutch -2-.



Installing

Installation is carried out in the reverse order; pay attention to the following points:

- If damaged, replace O-rings -1- and -2- and coat thinly with high-performance oil for the four-wheel drive clutch .



- Press the pump for the four-wheel drive clutch -2- up to the stop. Ensure the electrical wiring loom is laid correctly.
- Tighten screws -1- to specified torque.
- Connect the plug -arrow- of the pump for the four-wheel drive clutch to axle differential lock control unit - J647- .
- Check and if necessary top up high-performance oil for the four-wheel drive clutch
⇒ [“7 High-performance oil for four-wheel drive clutches”, page 420](#) .
- Check function ⇒ [“6.1 Check function”, page 418](#) .

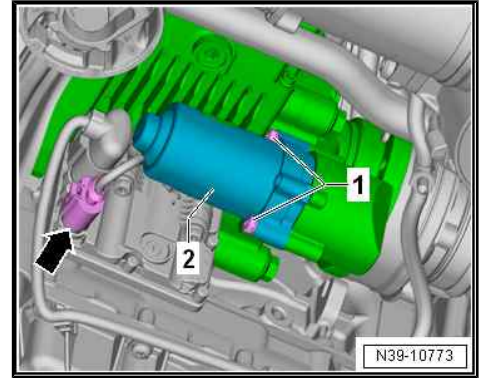
Specified torque

- ◆ Pump for the four-wheel drive clutch to front axle differential lock
⇒ [“5.1 Summary of components - Components of the front axle differential lock”, page 412](#)

6.3 Removing and installing four-wheel drive clutch

The four-wheel drive clutch is located on the front axle differential lock.

The front axle differential lock and the four-wheel drive clutch are removed
⇒ [“11.3 Removing the front axle differential lock”, page 303](#) and installed
⇒ [“11.4 Installing the front axle differential lock”, page 305](#) together.



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7 High-performance oil for four-wheel drive clutches

⇒ [“7.1 Checking oil level in the four-wheel drive clutch”, page 420](#)

⇒ [“7.2 Draining and filling high-performance oil for four-wheel drive clutch”, page 420](#)

7.1 Checking oil level in the four-wheel drive clutch

Special tools and workshop equipment required

- ◆ Used oil collector and extractor - VAS 6622-
- ◆ Thermometer e.g. -VAS 6519-
- ◆ Protective goggles
- ◆ Acid-resistant gloves

Test condition

- The oil temperature must be between 20 and 40 °C.

The temperature can be measured using the thermometer e.g. - VAS 6519- .

- Vehicle must be in horizontal position.
- The differential lock must be in installation position.

Test sequence

- Unscrew oil filler plug -arrow-.

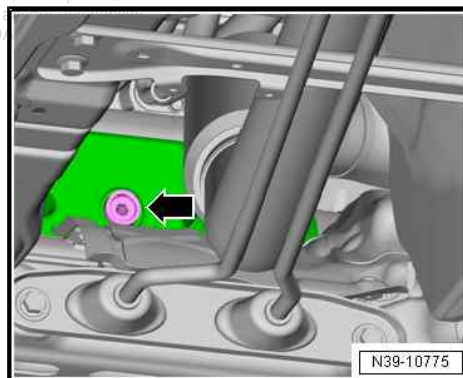
- Replace filler screw after disassembly.

The oil is at the correct level if the four-wheel drive clutch is filled up to the lower edge of the oil filler hole.

- Screw in new oil filler plug -arrow- and tighten.
- If the oil level is not OK, top up oil
⇒ [“7.2 Draining and filling high-performance oil for four-wheel drive clutch”, page 420](#) .

Specified torque

- ◆ Oil filler plug
⇒ [“5.1 Summary of components - Components of the front axle differential lock”, page 412](#)



7.2 Draining and filling high-performance oil for four-wheel drive clutch

Special tools and workshop equipment required

- ◆ Used oil collector and extractor - VAS 6622-
- ◆ Thermometer e.g. -VAS 6519-
- ◆ Flexible funnel e.g. -VAS 6675-
- ◆ Commercially available hose (approx. 1.5 m long, outer diameter max. 15 mm)
- ◆ Commercially available funnel
- ◆ Protective goggles
- ◆ Acid-resistant gloves

The four-wheel drive clutch is located in the front axle differential lock.

The front axle differential lock is filled with high-performance oil for four-wheel drive clutch.

High-performance oil for four-wheel drive clutch, assignment ⇒ Electronic Catalogue of Original Parts .

- Observe the general repair instructions
⇒ ["3 General repair instructions", page 24](#)
- The temperature can be measured using the thermometer - VAS 6519- .
- Vehicle on level ground.
- The differential lock is in installation position.

Drain oil



WARNING

Wear acid-resistant gloves and safety goggles.

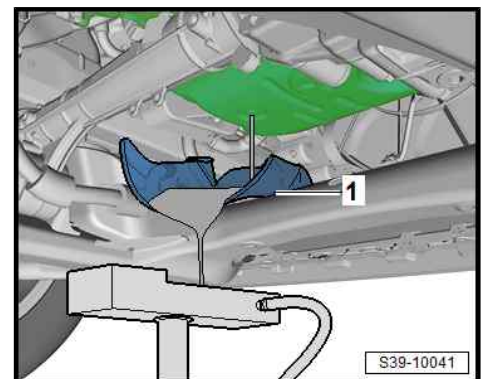
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Place old oil collection and suction device - VAS 6622- under the differential lock.

When draining the oil out of the differential lock, the drained oil must be guided to the side so that it does not come into contact with the assembly carrier.

You can use a flexible funnel -VAS 6675- or a suitably adapted sheet of metal for this purpose.

- Attach the flexible funnel -1- in such a way that the assembly carrier does not come into contact with oil.

An example of the funnel in use is shown in the fig.



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- Unscrew the oil drain plug -arrow- of the front axle differential lock.
- Drain off all the high-performance oil for the four-wheel drive clutches.
- If the oil is not used again, please follow the disposal instructions.
- Use a new oil drain plug once the existing pipe has been removed.
- Screw in the new oil drain plug -arrow- (⇒ previous figure) and tighten it to the specified tightening torque only.

Specified torque

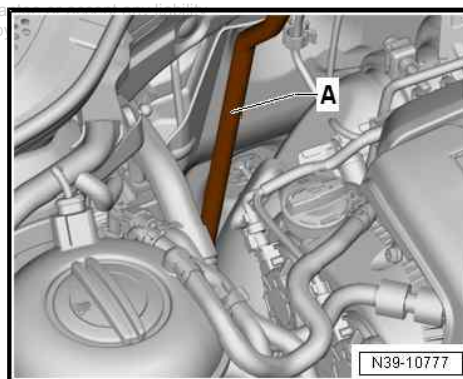
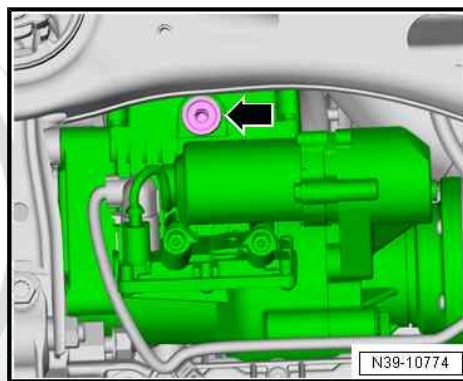
- ◆ Oil drain plug
⇒ ["5.1 Summary of components - Components of the front axle differential lock", page 412](#)

Replenish oil

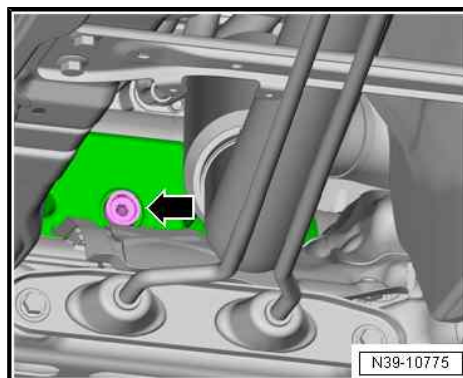
- Place old oil collection and suction device - VAS 6622- under the differential lock.

To fill, use a commercially available hose (approx. 1.5 mm long), external diameter 15 mm and commercially available funnel.

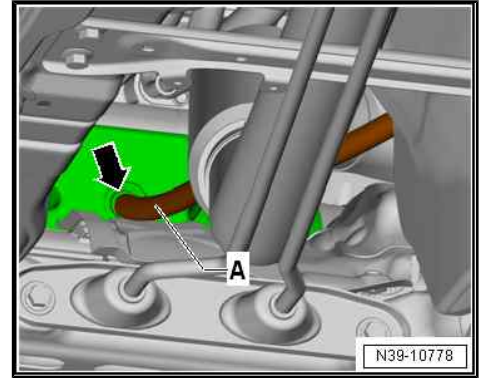
- Guide the hose -A- through the engine compartment.
- Clean the area around the oil filler plug.
- Cover the adjacent parts with cloths.



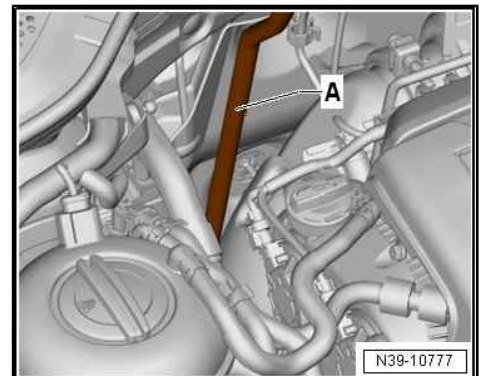
- Unscrew oil filler plug -arrow-.
- Replace filler screw after disassembly.



- Insert the hose -A- into the filler hole -arrow-.
- The hose must not sag.



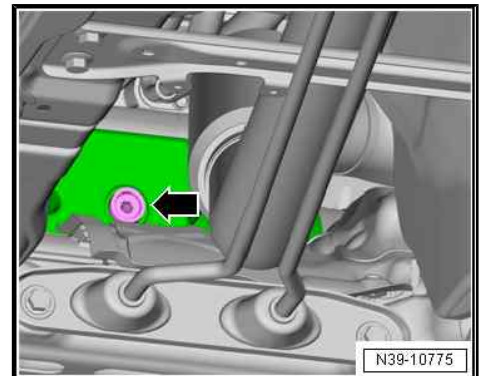
- Place the funnel onto the hose -A- and fill with oil.
- Fill oil until oil comes out from between the hose and the oil filler opening.
- Remove the hose and drain off excess oil.
- The correct oil level has been reached when it is at the lower edge of the oil filler hole.



- Screw in new oil filler plug -arrow- and tighten.
- Clean the area around the filler hole and, if necessary, of the other components onto which oil has escaped.

Specified torque

- ◆ Oil filler plug
⇒ ["5.1 Summary of components - Components of the front axle differential lock", page 412](#)



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